



VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

JAN 2024



CLUB CONTACTS - the people who keep the place running

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis – 0488915103 les@dgas.com.au

Deputy Chair: Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550

secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

Communication/Assistant Secretary: Murray Barnard – 0434215665 cobrat500@gmail.com

Events Coordinator: Stephen Hills – 0413678604
steve.mag@icloud.com

General Committee Members: Neil Freeman - vn_freeman@outlook.com, Jeff Sanders -sti22b@live.com.au, George Loverock - loverock5590@hotmail.com

WEB & PUBLISHING TEAM

Webmaster, Chatter Editor, Publisher: Murray Barnard – 0434215665 cobrat500@gmail.com

Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benners@iinet.net.au)

TECHNICAL OFFICERS

Registrar: Lat Fuller registrar@vmccwa.com 0468310215

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website @ vmccwa.com. Ring a dating officer for assistance if you can't use the web.

Dating Officer: Pre 1931: Michael Rock – 0437999009 (michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103 les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:
Keith Weller – Bushmead – 92742476,
Greg Eastwood – Coolbinia – 0438041072,
Jim Douglas – Kallaroo – 94016763,
Maurice Glasson – Mandurah – 0410000617,
Les Vogiatzakis – Dianella – 0488915103,
Murray Barnard – Roleystone- 0434215665
Hans van Leeuwen – Mount Nasura - 0419921693
Lynton Morgan - Albany - 0438447330
Andrew Duncan - Albany 0428996334

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863 membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563 sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday – 0411358428

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary Pre31: Art Woldan 93303264, fees payable to BSB 016499 Acc 481977532, Meet every 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604 steve.mag@icloud.com, Treasurer: Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc 0260192. Facebook : facebook.com/groups/vmccwapost70

Meetings are held on the 3rd Monday of each month. 7.30 pm - check with Stephen Hills re location

ALBANY SECTION: Chair: Paul Armstrong – 0417051378 (patnpaul2016@gmail.com), Albany Section Secretary: Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and post, you need to & then message web admin).

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12th of each month.

BASIC PRINCIPLES: The Club exists for ALL members. As such, approved events will be advised in advance to all members through the Chatter. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Front cover: Paul Armstrong, Chair Albany Section

UP FRONT: Matters of Note - Murray Barnard - Editor

Renew for 2021 - Coming Events - Old Iron Registrations



OLD IRON: the Classic Motorcycle Show & Swap Meet is planned for 21 March 2021 at the Cannington Showgrounds. The Club Management Committee will need help from you as members to make this significant event a success. Along with helpers on the gate, crowd marshalling & catering we will need to kick off registrations for the Club Display again. If you can help with any of these roles please let me know.

I have details of everyone who registered their machine for the display last year and can follow-up but it would help if you emailed or called me to advise what machine or machines you would like to display in 2021. Display Boards were prepared for all machines registered for the 2020 Show. These have been stored for use in the 2021 Show so a lot of the work has been done. So please let me know as soon as possible and I can dig out the display board and perhaps prepare new ones if new machines are nominated for the Show.

RENEWALS FOR 2021: The renewal form is on the mailing slip for this issue and can be downloaded from the Club website. Please renew early as 404 registrations and Chatters are only available to financial members. Renewal is required by 31 Dec 2020.

COMING EVENTS: A preliminary Club Events calendar has been prepared by Stephen Hills & is published in this issue of the Chatter.

PHOTO GALLERY: A lot of photos never get in the Chatter as there is not enough space to print them, so don't forget that there is a Club Website for photos. Cathy Cudini took 100s of photos at Orabandon - check them out at vmccwa.com/gallery

VMCCWA 404 (concessional) license procedures - Lat Fuller, Club Machine Registrar

This is a very brief description of how a member goes about having one's bike put onto 404 license.

1. **You must be a financial member of the club.**
2. **The bike must be dated through the Club and therefore be recorded in the register.** To achieve this fill in a Machine Dating Form (MDF1) which can be found on the "Oily Rag" website, and send it to the relevant dating officer as listed in the front page of the Chatter (or in the website) together with some good photos of the bike. When the bike has been dated you will be notified and given a "bike number". At the same time the Registrar will be advised by the dating officer that the bike is dated.
3. **The bike must be roadworthy.** If the bike already has a rego number and is on full license, it does not require a further inspection. If however the bike is not currently registered, it will need to have a "first time inspection". This can be done by a DoT authorised machine inspector, see the list on the Club's Oily Rag website or on the DoT website (some motorcycle dealers are registered as inspectors).
4. **The bike must be physically sighted & appraised by a club appraisal officer.** This is to satisfy the club and DOT that the bike is eligible for 404 license – i.e. that it has not been modified and complies with requirements for this privilege. A form must be obtained from the appraisal officer "Verification of Machine Eligibility" and sent to the Registrar. Appraisal Officers are listed in the Chatter. You will need to take your machine to them for appraisal.
5. **A "CMC1 form" must be obtained from the Registrar.** In most cases this will automatically happen if the above procedures have been carried out, and you will be sent the CMC1 form and any other documents that may be required at DOT by the Registrar. (It will however do no harm to check with the Registrar that he has all of the above).

The form CMC1 is only valid for 28 days, if you do not transfer the machine to 404 in this time, the form will expire. Once 404 registered you must advise the Registrar of the machine's new status and if newly licensed the registration number. You must remain a financial member to retain the 404 concession. You also must display a "Historic" plate on your machine.

NEW BOOKS ADDED TO THE LIBRARY - Ken Vincent - books donated by Barb Jeans(late Peter Jeans) and Peter Lawson: Honda workshop time sheets for all models 1969 to 1973, Honda CB 250/350 repair manual, Road Tests Republished Vol'3 1960 1965 The Third Vintage Road Test journal, Triumph replacement parts 1966 TR6/ T120, Norton Commando 1967 onwards workshop manual, Classic British Bikes, Over The Handlebars by Don Gatley, Motorcycle Data Book 1960, Triumph singles 1937 to 1961, The Second Book of the Royal Enfield, The Book of the Sunbeam and Triumph scooters, Manual of Formulas 1932 & . Blueprint Reading

UP FRONT - Cont'd

BALLOT FOR BSA SIDECAR OUTFITS: The Club is offering for sale, to financial Club members only, two sidecar outfits. Priced below the market for Club members, the two outfits are complete and in running order and sold as is. They are unlicensed. The sale will be by ballot and the machines have a fixed price. To bid for either or both machines register your interest at the Parts Store with Keith or Chas. Additionally you can register your interest by calling or emailing Richard Argus, the Club Secretary. An opportunity to view the machines will be available at the January Club meeting. The 1962 BSA A10 650cc Gold Flash outfit as available for \$12,500 and the BSA 600cc M21 outfit is available for \$8,000. The draw will be held at the March 2021 Monthly meeting.



WELFARE REPORT by Adrian White

VALE: Sadly Ross Dunstan passed away on the 15th October 2020 at the age of 90 years. Ross developed a heart condition and experienced a relatively short period of ill health prior to his death. I met Ross in 1988 when I joined the VMCC and Ross was treasurer at that time. Our Club had a buddy system whereby new members were introduced to a member with similar interests. As I was restoring a D1 BSA Bantam and Ross rode a Bantam we were introduced and became good friends. Ross managed to pass on the VMCC Treasurers' job to me as he had held the position for several years. Ross and I rode together on our Bantams in almost every club event which included several Busselton 2 Day runs, long course, and numerous WATT Commemoration Events. In the 1990's participation in Club events was excellent and generally at a more leisurely pace which suited the Bantams. Ross would say to me before the start of a run, "lets burn rubber". I would reply on a Bantam you must be joking. Towards the end of his motorcycling days Ross acquired a JAWA CZ however the years riding the Bantams remained memorable. Due to some health issues Ross decided to end his riding days some 10-15 years ago. Ross and his wife, Lila, enjoyed caravanning and joined a caravan touring Club. A true gentleman and considerate club member. Fond memories. *John Moorehead*

Very sorry to report the death of Julie Miller, who lost her long battle with cancer, on Friday, November 27. Julie was the wife of Club member Pat, and will be remembered as very nice to be with, and an avid photographer. Pat and Julie were participants in our Club's 2013 "Five Countries in Five Weeks" expedition to the U.K., Pat riding his beautiful thirties Norton. Julie shared a car with other girls, and took three thousand photographs. Our heartfelt condolences to Pat and family. No more pain.

CLUB EVENTS CALENDAR - Stephen Hills



PARTS STORE/LIBRARY: The Parts Store & Library will be re-opening Monday 18 January 21.

COFFEE RUNS: (Regular weekly events) :

Southern suburbs - 10am Thursdays - Meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook. Organiser - Stephen Hills

Northern suburbs - 10am Tuesdays - Meet at Yanchep Lagoon Cafe. Organiser - Jim Douglas

2021 Approved Club Events - main events to be held on the 3rd Sunday of the month wherever possible.

Jan 17 - Chairman's Meet & Greet - from 9.30am - meet at the B Shed at Victoria Quay Fremantle. Start the year off with a chat with committee members and new members. Watch the Rotto ferries and the world go by!

Feb 21 - Roley TT - meet 9am for 9.30am start at Keith's, 122 Bushmead Road Hazelmere. Ride to Borrello Park Roleystone for BBQ brunch.

March 21 - Old Iron - please contact Murray Barnard asap to register a machine or machines for the Club display at Cannington Showgrounds. A display of girder fork machines will be held in the smaller Hall at the showgrounds.

April 18 - To be advised

May 16 - Chittering Run

June 20 - Cafe Hop

July 18 - Peter Groucott Ride

August 15 - Keith's Soirée

September 18/19 - Gypsy Tour & Albany Spring Rally
(date & details to be confirmed)

October 17 - WA TT (York)

November 21 - Dam Early Run

December 4/5 - Orabandon

December 26 - Boxing Day Breakfast



ROLEYSTONE TT

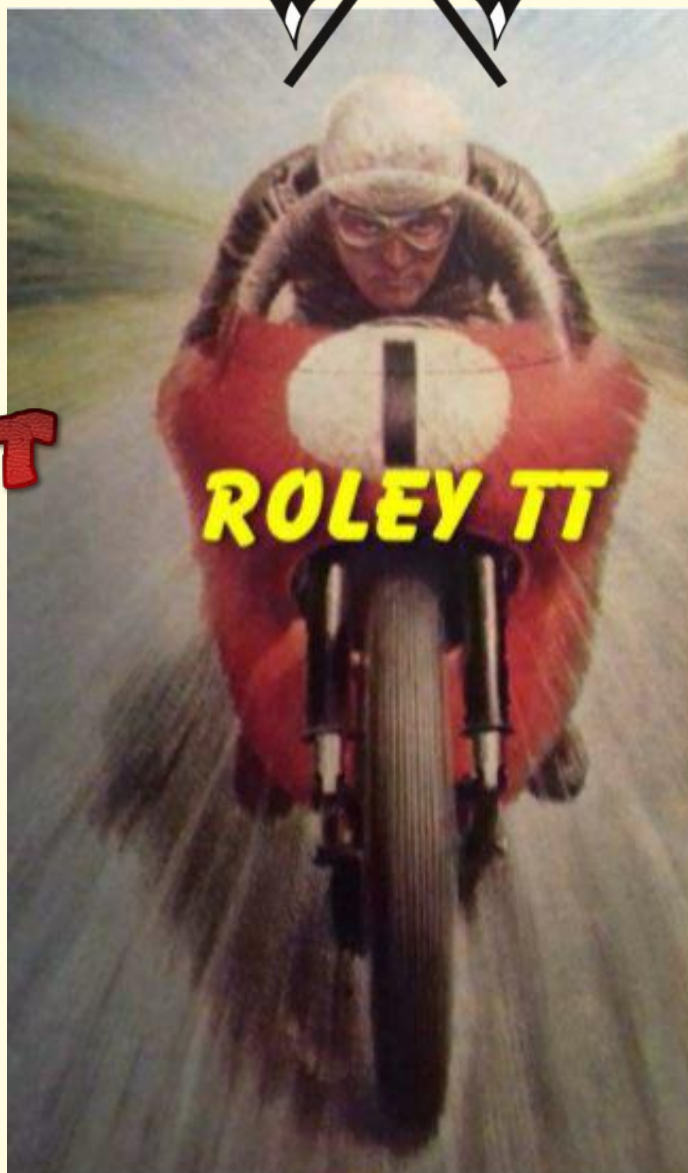
21 FEBRUARY 2021

Never ridden the Isle of Man TT and Manx GP Mountain Circuit? Well now is your chance! Ride the Mountain Circuit to Roleystone. This circuit has speed lots of twisty winding roads and some hills to climb. Make sure you turn up for the 4th Annual Roley TT because you won't want to miss it!

Starting at Keith's place in Hazelmere. The TT run will be through the hills to Borrello Park in Roleystone where refreshments and a BBQ will be available from the Club Events Trailer on site.

Assemble 9.00am, depart 9.30am. 21 February 2020 at the start line ,which will be at Keith Weller's, 122 Bushmead Rd Hazelmere. Parking for trailers available at start.

Finish location: Borello Park, Billeroy Road, just off Brookton Highway, Roleystone. Bring your partner to enjoy the social occasion. Bring what you have, old bike, new bike, car, it is a social day out! Contact: Murray Barnard - 034215665 web@vmccwa.com



AGM MINUTES - 4 NOV 2020

Minutes of the VMCCWA GM – 4th November 2020 Held at Wattle Grove commencing at 8.00 pm

Chairman (acting): Barry O'Byrne, Secretary: Richard Argus, Treasurer: Jim Douglas. Apologies: Colin Tie, John Meneghini, Maurice Glasson, David Moore. Members Attending: - 71. - Microphone Usher: - Chris Davis - Visitors: One visitor; Peter Cecil

3 – **Minutes of the GM October 2020:** - Ratification. Moved by John Van Bockxmeer that the minutes of the October GM be accepted as a true and accurate record. Accepted by Elliott Montagu.

4 - **Committee Annual Report** – Richard Argus: The Management Committee for 2019-20 began the year with the advantage of being cohesive, aligned and with a vision to set the Club focus squarely on the shared enjoyment of older motorcycles and their preservation. To do this the committee recognised the need to focus on the positive aspects of the Club and to put energy into supporting the members and sharing the Club's vision. We have been pleased with the encouraging feedback and greater engagement from the member base. The change of leadership was quickly reflected in positive and well supported events such as the Gypsy Tour, Orabandon and the massively popular Roley TT. Alan Cathcart's presence at the Roley TT was a highlight. A massive amount of energy was put into planning and preparing for the Old Iron which was promising to a major event; we had a record entry of 150 bikes for the display hall.

Then Covid19 struck! The immediate focus of the Committee was on the safety of our members as our age profile put many of our members at risk. Thus, Old Iron was cancelled, meetings put on hold and events deferred. To keep members engaged and in touch the Vintage Chatter went monthly and a call for member contributions was positively responded to. The lockdown Chatters were a great success. They would not have been published without the commitment and skills of our communications officer Murray Barnard who puts a huge amount of his personal time into creating a publication that is as good as any on the web. Soon enough we were able to drift back into Club activities; social coffee runs and general meetings have resumed and we have a full calendar again. The Club now aims to provide social opportunities as much as possible and the initiative of Stephen Hills and Jim Douglas to have weekly coffee runs is proving highly popular.

As well our major events now promise social opportunities such as the collegiate Gypsy Tour with the Albany Section, the Wild West frontier hospitality of Orabandon, lunch in the hills on the Roley TT, Keith's ever popular soiree at Hazelmere and the Club Trailer coffee and BBQ support on the WA TT and Boxing Day Breakfast. Less obvious is the work Jim Douglas as Treasurer has put into the Club accounting systems. We are now able to accurately report on income and expenditure and Section accounting for Club monies has been integrated in the main account system. Auditing and accounting for expenditure has vastly improved. The Club has made a major investment into the parts store with the purchase of a deceased estate. This purchase will bring major benefits to members wishing to acquire or restore older machines and specifically BSAs.

Ken Vincent must be acknowledged for his efforts to focus the Pre31 Section on their shared love of the veteran and vintage machines. Furthermore, Ken and Gary Tenardi maintain a treasure of the Club, the Library which is a storehouse of information on motorcycles and motorcycle history. The Post 70 Section continues to grow and is an active part of the Club and always willing to help at Club events. A positive force for the Club. Keith and Chas continue to provide a service, second to none, in the Parts Store. They are exceptionally busy cataloguing the new parts purchase. The Parts Store is also a social centre mid-week with a great camaraderie evident. We have too many hard-working officials to list unfortunately; but we cannot go without acknowledging the service of dating officers, appraisal officers and the machine registrar without whom we would not be able to enjoy the benefits of the 404 concession. John Laurence and Ian Patterson are our unsung heroes who keep the meeting running by manning the door and making the tea respectively.

Andrew Hobday helps maintain the Maddington Unit and keeps Club regalia flowing. Adrian White keeps an eye on member welfare and charitable activity. A big "thank you" to Nic Montagu and John Meneghini who have chosen to retire from the chair and committee respectively; two busy people who provided notable contributions to the running of our club; see you on the road! Mario Cudini is doing a great job as membership secretary with the assistance of Mike Blake. We have welcomed many new members into the club this year, and the overall number is good. A big thanks to Murray Barnard, who as assistant secretary has lightened my load considerably. Not to forget Albany which under the leadership of Paul Armstrong is an active section providing a great service to the region and active in charity work. Well done.

The Management Committee has been keen to foster a closer relationship with the Veteran Club who are the main leaseholders of the Wattle Grove Clubrooms. As such we wish to promote shared activity whenever possible. The Club honour board is now mounted in the main hall. Improved lighting installed outside at night and with their assistance improved lighting and fans will be installed in the Parts Store and Library. In closing the Management Committee wishes to thank the members for their support and positive contribution during the year. A different year for sure but as we start our engines for the ride into the next year, the compression feels high. I believe we have come through the difficulties and lockdown with a stronger sense of purpose and belonging than before. the Management Committee thanks you.

5 – Finance Annual Report - Jim Douglas: The independent Auditors' Report has been received, and their finding is that our financial reports represent a fair and accurate record of the club's financial activities during the year ended June 2020, and our financial activities to date. Sales were lower in 2020 due to COVID-19.

Spares came in at \$13,469, Swap Meet \$0, Raffles at \$963 and Regalia at \$1020 giving a total of \$15,743. Cost of sales was \$10,560 giving a gross profit of \$5,184 against \$25,011 last year. Cost of running the club was \$44,915 with the major item being the chatter costs of \$11,210. Memberships fees collected was \$27,209 which when added to interest and other small incomes gave a total income of \$36,502. The result of these figures shows the club made a net loss in 2020 of \$3,228. Not an unusual result given the losses incurred due to COVID-19. The balance sheet shows that we have \$301,744 in current assets, \$277,670 in non-current assets (property, equipment), a small liability of \$529, giving Net Assets of \$597,221. This year we added into the balance sheet our library books and some memorabilia items which increased our asset base by a small amount. Any member is welcome to see the full audit report upon request.

6 - **Elect the Office Holders** of the club for the next year: Nominations: Chairman - Les Vogiatzakis, Vice Chairman – Barry O'Byrne, Treasurer – Jim Douglas & Secretary – Richard Argus As there were no extra nominations all 4 officers were declared elected.

6 - **Resolution to agree the numbers on Committee** for the next year. Motion was moved that the number of general members on the committee be five. The motion was carried by a show of hands.

7 - **Elect General Committee members** for the next year: Nominations as a general committee member: George Loverock, Stephen Hills, Neil Freeman, Jeff Sanders & Communications Officer – Murray Barnard. As there were no other nominations all 5 committee members were declared elected

8 - **Election of the Patron** for the next year: Elliot Montagu was re-appointed Club Patron

9 - **Election of 3 Life Members**. The committee received four worthy nominations. As there were only three vacancies for Life Membership, the Management Committee had to choose three to recommend to the meeting and these were read out and put to a vote of the membership. The vote for each nominee was by a show of hands. In each case there was a majority vote recorded, and the three new life memberships were duly awarded.

Ken Vincent: Ken has been active as Librarian for many years. This is a time-consuming task, obtaining books, registering and filing books and documents and making them available to members. The library is an asset to the Club and Ken's time and efforts have seen the resource grow and prosper. Ken has now opened the Library on Wednesdays which makes it even a more accessible resource. As well Ken has been tireless in promoting the Pre31 element of the Club and for 8 years has run the Roaring 20s event, a major event on the Veteran & Vintage calendar in WA. Ken also has taken the lead with the Beverley Run and the Old Forkers Display. Ken has been a member of the Club since 1975. Nominated Murray Barnard. Seconded Barry O'Byrne

Barry O'Byrne: Barry was the events coordinator for 16 years. He has held the position of Chair/President for two terms of office. In that time, he acknowledged and provided support for the movement of the club's constitution to the "Model Rules" as provided in the Associations Act and the Department. Some on the committee refused to accept the Committee decision and Barry had to show the leadership needed to defuse a potential problem. Barry was also heavily involved in modernising of member fees to ensure the magazine is paid for by the members who want a paper copy and not by all members. Difficult issues for the Committee were dealt with and members acknowledged we had to modernise. Barry has also been a Vice Chair for three terms providing support to three different Chairs. Nominated Jim Douglas. Seconded Richard Argus

Murray Barnard: I would like to recommend that Murray Barnard be considered for the position of LIFE MEMBER. Murray has been a club member in total for more than 20 years. He initially published a series of articles promoting club activities and personalities in various National Motorcycle Magazines. In 2006 he took on the club web administration role and has been instrumental in creating the first-class web site we have today. As part of this process he introduced a digital version of the Chatter in 2009, which members could download as an alternative to the printed magazine. In 2010 his role with the web was expanded to incorporate the increasing important Web Administration and Club Database Management, thereby ensuring our valuable data was accessible by club officials and the data was correctly archived. Murray has been a member of the committee since 2014.

More recently he has been appointed the Communication Officer; a role in which he continues to provide the website, chatter and web admin. His work on the club magazine "The Chatter" has resulted in an exceptional publication which continues to receive praise from many in the motorcycle fraternity, and the wider audience. Our magazine is the envy of many other clubs and is something they all aspire to. In 2018 he was elected to the role of Vice Chairman of the club. His other achievements include: Publishing a history of the WA TT in 2019. This tome documents the early history of motorcycle racing in Western Australia starting in 1914. Preparing the display boards and banners for the club annual show "OLD IRON" for the last two years. Has organised rallies for the club, notably the "Gypsy Tour" to Albany, a collegiate activity with the Albany section, and the "Roley TT". In conclusion Murray has made a very significant contribution to the Vintage Motorcycle club over many years. There are few in the club who could claim to have made a more significant contribution. Nominated Richard Argus. Seconded Jim Douglas

11 - Reports

Welfare Report – Adrian White: Thanks to Murray Barnard, Adrian has now been set up to access and update the Welfare Report on the Oily Rag (web site). Cards sent 25 \$112, Donations Heart Foundation. \$50, Asbestos Society \$50, Breast Cancer Care \$50, Cancer Council \$100, Total cost for year \$362

Section Annual Reports

Pre-31 Report – Ken Vincent (chairperson): Due to the Covid virus runs have been light; there was no Founder's Day run this year. We had small numbers for 2019 Beverley Re-enactment Run, but the enthusiasm was still high. The section shouted its members pizza and drinks for our November meeting with just empty boxes left over. Sad to say we lost one of our newer members Graham Keary at the beginning of the year. The Old Forkers Run and display was well supported by pre-31 members, but as this was put on for the benefit of all club members there was only a handful of interest shown from the rest of the club; all our efforts seemed wasted! We have had to change banks as the ANZ started to charge us \$15 for an account. We now use Westpac. Thanks for the support of our long-time members to boost our numbers up again and come out for the 2020 Beverley Re-enactment. We had a better showing and Dennis Cranston took out the Bob Robinson Trophy for the oldest first-time finisher. We welcome any member with an interest in pre-1931 bikes.

Albany section Report July 2019 – July 2020– Paul Armstrong (chairperson): The Albany Section had a great start to the 2019 season, with numerous successful coffee and club runs, these have been well attended. Also the Gypsy tour in November, meeting up at Young Siding with the Perth section members, the following ride and B-B-Q, what a great event, the Christmas Charity run for the Salvation Army's Christmas funds appeal, although rider numbers were down slightly, still achieved a great result. The Christmas tree ride and Santa at the chalet once more brought the families and partners together for a great day. This was followed by Lynton and Ron's run the second one that they have put together as new members in January, springs to mind, as does the Flourish Cambodia charity run in February also another great event, raising much needed funds for a great charity. The approximate totals in cash raised by the Albany section for these two great charities is around five thousand dollars in cash, also filling a small truck full, with donations of goods and toys on the Christmas charity run, a great result for a small section and the section members should be well proud of their efforts and achievements, as I am of them. And then the wheels fell off with the Corona virus pandemic happening worldwide, resulting in all events, meetings, groups, cafe's etc. going into lockdown and bans on gatherings made illegal. Some members, without the Sections sanction, and on fully road registered motorcycles, non-concessional, continued to meet and ride with social distancing in place, bringing their own refreshments. This did keep a sense of mateship and friendship in place during the lockdown period. Now forward to late May early June 2020, restrictions ease, meetings can once again occur with social distancing measures in place, coffee and club runs can be restarted. With Andies on the fourteenth of June, the first to go, a great event to restart riding as a club once again. In closing I feel that the Albany section is in a strong healthy position, still attracting new members, quality rides and events, a strong financial base with which to use for events and costs, but we still need to do more to attract riders to older, concessional licensed motorcycles, how we do this in the future remains to be seen. The spirit of friendship, camaraderie, mateship within the section is outstanding and it is a pleasure for me to be a part of this group.

Post 70's section Report – Steve Hills: The Post 70's section currently has 33 financial members. As in past years, the Post 70' members have been very proactive in general club activities where work and family commitments allow. The section had been the driving force for the catering at the Old Iron Classic Motorcycle Show, which was unfortunately cancelled due to Covid-19. Our Treasurer Chris Davis is working with Jim Douglas to bring section finances online with the new protocol required to keep transparency of all section accounts. The members will be receiving new tee shirts shortly, which I am sure they will wear with pride. Due to the purchase of the BSA collection and subsequent storage at the Maddington unit, it has become unviable as a venue for our monthly meetings. The section now meets at Clancy's in Fremantle, which is a solution until a more permanent venue is located.

Spare Parts Report – Keith Weller: During the Covid break Chas and I painted the Marshall room floor and did other maintenance. Post lockdown there has been much activity in bike and spares sales. Thanks to everyone who have donated parts and machines and made spares available. Income and donations for the year have totalled approximately \$10,500. Note that the spares shed will be closed after 16th December, and re open on MONDAY 18th January 2021, and thereafter every Monday from 9 am – 12 noon (excepting public holidays). Thanks to the outgoing committee, and welcome to the incoming committee. I wish you all a very merry festive season and a very exciting new year.

Membership report – Mario Cudini: Membership is all going well with nothing out of the ordinary to report. Renewals for 2021 are slowly coming in & I expect renewals to pick up pace in the next couple of months. I have had a number of renewals where the wrong fee has been paid. Ordinary membership (Perth) is \$35.00, country membership is \$30.00, so please double check your \$ amount before submitting payment. We have had a good year with new member applications and & re-joiners totalling 61 for the year so far. Total club numbers are steady with approximately 550 members. A big thank you must go to the treasurer Jim Douglas for his assistance in collecting renewals & monies at the end of each meeting & generally making my job a little easier. A big thank you also to my offside Mike Blake for his help this year. Finally, I wish all members a merry Christmas & a safe & happy new year.

Library Report – Ken Vincent: All good in the library with many more books added this year. Some of the shelves have been re-categorised so as you can find a subject easier e.g. “Biographies”. There is a shelf devoted to surplus books for sale. The library will be open on Wednesdays up until 16th December. Then closed until MONDAY 18th January 2021, and thereafter every Monday from 9 am – 12 noon (excepting public holidays). So if there is a book you would like to see in the library do not hesitate to contact me. Thanks to all who donated books, and Gary Tenardi’s help.

Web Admin + Chatter report – Murray Barnard: A few challenges in web backup and maintenance were addressed through the year. The current design I believe is proving easy to navigate and provides a ready reference on breaking news between Chatter editions. The biggest growth area was in establishing a vastly expanded technical Library online. There are 2169 items published online and the list grows longer each month. The online technical library is demanding of server space and time, but I believe it prove to be an asset for the club long into the future. Database administration has also been challenging with increased reporting demands during the year for 404 in particular. Some changes were made with the assistance of Jim Douglas to improve Club data security and integrity. We also have public websites and they are proving beneficial in promoting club events such as Old Iron. Public Facebook sites also have been successful in attracting interest in the Club. Lastly, the Chatter has had a face-lift which has been well received. It really is good to see some members contributing to the content and I am pleased that the newsletter helped keep members engaged during the lockdown period.

Registrar Report – Lat Fuller: The following activity took place with registrations this last year: New 404 registrations 12, Transfers from full license to 404: 30, Transfer of ownership: 19. Members are aware that we have recently been required by DOT to submit a return on all bikes in the club that are licensed under 404 licenses, which were done during October 2020. Some issues were drawn to our attention during this exercise:

(i) The Albany section of the club have been issuing CMC1 forms and have not been copying the information to the register. This matter has been resolved with the appointment of appraisal officers in the Albany club, and by the withdrawal of authority to issue CMC1 forms. These will in future be issued by the Perth club only.

(ii) Some members who have been issued with CMC1 forms by the registrar and taken out 404 licences have in some cases did not advise the registrar that the 404 license has been issued, and have also not provided rego numbers. This has resulted in the register not being completely up to date and involved a lot of follow up and extra work.

(iii) There have been instances where members have gone to all the trouble of having their bikes dated, in some cases having CMC1 forms issued and then doing nothing about it. I should advise members that CMC1 forms have a limited time validity, and this also creates a lot of unnecessary work for not only dating officers but for the registrar as well. Overall, however, the system is working well.

Dating Officers reports:

Pre-31 Dating Report – Michael Rock: There have been a few enquiries and there are some veterans currently being restored, but we had only one official Pre-31 dating in the last year as follows: 1915 BSA Model K for Norm Veitch.

Dating Officer 1931 to 1970 Report for AGM November 2020 - Maurice V Glasson: For the 2019/2020 year I have dated 22 bikes for the members of the VMCCWA.

(a) By Manufacturer the following numbers were dated: BSA 11, Triumph 3, Norton 1, Scott 1, Motobecane 1, Harley Davidson 2, Suzuki 1, Matchless 1, Lambretta 1,

(b) By Manufactured Age: 1931 to 1940, 1 bike, 1940 to 1950, 5 bikes, 1950 to 1960, 7 bikes, 1960 to 1970, 9 bikes, The trend for the year again seems to be BSA, the general age of the bikes being dated this year has had 50% in the late 1940’s to mid-1950’s and a cluster in the late 1960’s. We have 9 different manufacturers represented in the bikes dated this year. I continue to provide members with dating information of engine and/or frame numbers to assist in restoration projects. Requests for this type of information can be done by email, no special forms etc are required.

Dating Officer post 1970’s Report for AGM November 2020 - Les Vogiatzakis: At the time of writing this report, I have completed 46 dating form requests and their dating certificates, with a dozen or so waiting for me to catch up with. The members have been very understanding with the peaks and troughs of this crazy year, and I think have appreciated protecting their post 70’s bikes via membership to this club and also comply with DoT requirements as applied by them. The Post 70’s bracket is becoming more diverse (and bigger) in terms of the range of riding styles (super-sports, sports, cruisers, street, enduro, road-trail), and some extremely rare and expensive modern bikes to match. Some members seem to have common themes, some bikes that were common or uncommon in their day and have been maintained or restored as roadworthy machines, aligned with their styling at the time, and ridden now. Some are concourse, and some have original bugs and paint scratches from the 80’s and 90’s, like mine.

CMC Representative – Les Vogiatzakis: Attended the AGM. The CMC committee was attacked by the other clubs at the meeting over their discussions with DOT. Many of the affiliated clubs had not been requested to submit opinions or feedback. DOT is trying to get the clubs with modified cars to align with the CMC. Last week’s meeting between the CMC and DoT was positive.

Regalia Report – Andrew Hobday: Regalia sales were steady; returning to normal (pre-Covid). Hats and stubby holders are in stock.

Events report – Steve Hills: There was great anticipation for the events calendar for 2020. Murray's Roley TT with special guest Alan Cathcart. This event was very well attended, and members enjoyed a pleasant ride and lunch at the Naked Apple with our special guest. The Old Forkers Display & Ride was very poorly attended which was unfortunate as Ken Vincent and the Pre 31 Section put a lot of effort into the day. The Old Iron Motorcycle Show & Swap Meet was shaping up to surpass the very successful 2019 show with over 130 bikes registered. Unfortunately, Covid-19 put the 4 leading shoe brakes on that. On the brighter side, the Bean 2 Brook coffee Meet up was a great success and gave members an opportunity to ride their bikes and catch up while observing the social distancing regulations. Once restrictions eased some events could be run although still within the C-19 guidelines. To name a few highlights, the Chittering Run, Keith's BBQ, The DGR, Peter Groucott Run and The WA TT. Coming up are three premier events, The Gypsy Tour, The Dam Early Run, and The Orabandon. For those that need to get out of cleaning up after Xmas Day there is the Boxing Day Breakfast.

New Member applications - Mario Cudini: Following the October GM there were six new membership applicants who were approved by the committee, for the month of October. They were Colin Williamson, Stanley Cheeseman, Kevan Reed, Peter Woolard, Benjamin Lang, Ben Romeril, Paul Barnes. Following these approvals there has been another prospective new member application, for members' consideration - Paul Biddulph

if any financial member believes that it is undesirable for this applicant to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice.

Secretary's Report – Richard Argus: Inwards Correspondence. Several financial membership forms from the Albany chapter. 4 Malcolm Road Maddington: New Management Agreement/Contract with ESM Strata. Letter re Vintage Automobile Association Annual Swap Meet - 22nd November 2020. Thank you card from the Morrell family

Outwards Correspondence: Various email responses.

General Business: Thanks / appreciation to members who prepared the B-B-Q before the meeting.

Adrian White provided an update on the Morrell family. The club provided a monetary donation to the Asbestos Society instead of flowers, which was appreciated by the family. Adrian White reminded the members that there has been a lack of donations towards the salvation Army Christmas Appeal; the last opportunity will be at the December meeting.

Letter from Keith Weller recommending Chas Bailey be awarded Active Senior member status.

Meeting closed at 9.36pm



Newly appointed Life Members - Left - Murray Barnard, nominated for extended service on Committee and in maintaining and publishing the Club websites and Vintage Chatter. Organiser of the Roley TT & Gypsy Tour. Centre is Ken Vincent, a member of the Club since 1975 and manager of the Club Library. Ken is also very active in promoting the Pre31 Section and events such as the Roaring 20s. Right is Barry O'Byrne who has been on Committee for many years serving as Chair, Deputy Chair and also as Events Co-ordinator. Organiser of Busselton 2 Day Rally on many occasions.



2020 Annual General Meeting - a long but congenial meeting - Mid left - John Laurence, our door man and raffle manager; Lower Left - Mike Blake, our hard working assistant membership Secretary & everyone's favourite person after a meeting, Ian Patterson, who efficiently commands the tea-room.

CLUB REGALIA

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Fleecy Top	\$50	Cloth Badge	\$10
Polo Shirt	\$25	Winter Jacket	\$80	Fleecy Top	\$50
Windcheater	\$35	Machine Badge	\$20	Winter Jacket	\$80
Cap	\$10	Stubbie Holders	\$5	Machine Badge	\$20
Beanie	\$10	Floppy Hat	\$10	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)	Sticker/Decal	\$2 or (3 for \$5)		



PRE31 SECTION

Calendar

Pre 31's Old Forkers Run & BBQ - Feb 28 2021 (Open Event)

Old Iron Display - Girder Fork Machines - 21 Mar 2021

ROARING TWENTIES RUN: 1 - 2 MAY 2021 - FOR PRE 1931 BIKES ONLY

THE RUN STARTS AND FINISHES AT BOYANUP WITH A OVERNIGHT STOP AT NANNUP

THIS IS OUR 10TH YEAR AND WE WILL BE HAVING A T SHIRT TO COMMEMORATE THE RIDE AND A TWENTIES DRESS DINNER PERPETUAL TROPHY TO WHOEVER RIDES IN THE SPIRIT OF THE EVENT, BEST VINTAGE TROPHY, BEST VETERAN TROPHY, BEST SMALL BIKE TROPHY, SPECIAL AWARD FOR ALL VETERAN RIDERS, PLUS MORE AWARDS AND GRANDE RAFFLE

BOOK YOUR OWN ACCOMMODATION AT HOTEL - A.S.A.P ! LIMITED ROOMS MENTION VMCC - PH NANNUP HOTEL 9756 1080. MORE INFO AND ENTRY FORMS CLOSER TO DATE - KEN VINCENT 9293 2093 0439 294 366

Pre 31's Beverley Run - September 4-5

ROARING 20s - 21/22 Nov 2020 - report & photos by Ken Vincent

Great weather for the 9th Roaring Twenties run. We started at the club grounds in Wattle Grove, there was zero club members to see us off, very disappointing! But we are a hardy bunch of dedicated pre 31 riders as we set off for Beverley. Our first stop was Bakers Hill pie shop while we waited for Dennis as he had run out of fuel he has only a small tank on his 1927 277cc Triumph. Once body and bikes filled up then it was on to Greenhills Tavern for lunch via the Goldfields road, the back way in with a short or long section of dirt road depending who you talked to!

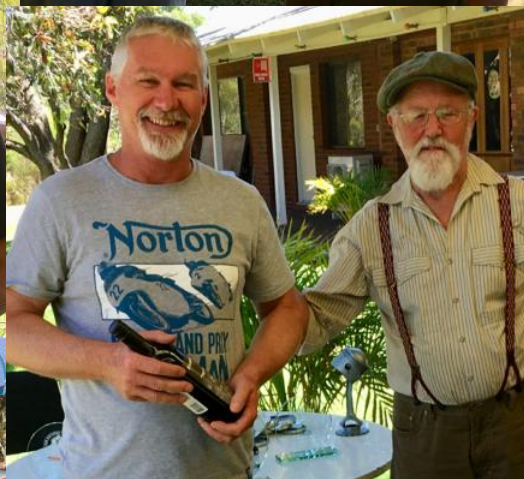
A great fill up of lunch and beer as we lazed in the afternoon sun. Then on to our overnight stop Beverley yes and more good food stories and drink. The Men's Shed was opened up for us by Terry Mckie and his son to park our bike overnight, they also cooked us breakfast the next day. Again the day promised us nice weather as we gave the veterans and slower bikes half hour start before the others chased them down.

A stop in Wooroloo for ice cream and a top up of fuel again Dennis just ran out within site of the store and pushed in. The last bit was trouble free into the club grounds where Tim Wetnall and friend had a BBQ lunch waiting for us. Just the prize giving and goodbyes for next year.

"The Spirit Of The Event" was taken out by Peter Lawson. Best Veteran Lat Fuller. Best Vintage Roger Bowen. Best Small Bike Dennis Cranston. No hard luck trophy given out as none broke down. Thanks to Mick Hancock for doing the backup.

List of entrants: Carl Montgomery 1928 500cc Scott, Greg Boothey 1929 500cc Norton, Ricky Fraser 1926 500cc Sunbeam, Dave Weeks 1928 500cc B.S.A, Ken Vincent 1929 350cc Velocette, Dave Alderson 1928 500cc A.J.S, Peter Lawson 1926 500cc Sunbeam, Lat Fuller 1917 350cc Douglas, Steve Turner 1912 500cc Corah, Dennis Cranston 1927 277cc Triumph, Roger Bowen 1929 500cc B.S.A & Hamish Cowan 1928 750cc Indian





Top row : Steve Turner, Ken Vincent, Greg Boothey.

2nd row: Peter Lawson, Dennis Cranston, Terry McKie, Lat Fuller & Ken.

3rd row: Ken & Dennis, Steve & Ken

Final row: Ken and Roger Bowen

ALBANY SECTION

ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

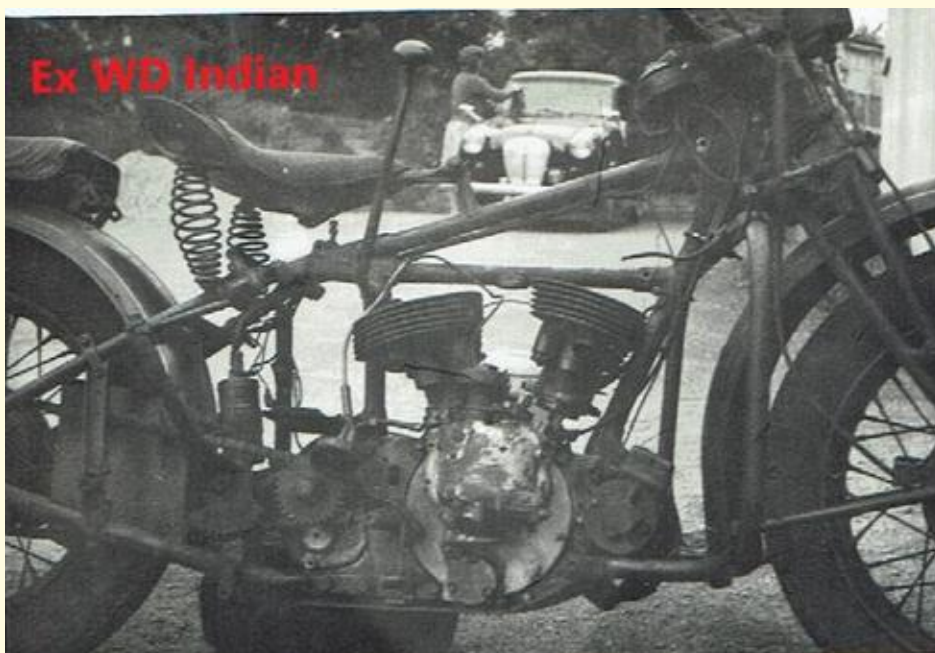
Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. **NOTE** Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

Date	Club Runs & Events	Trailer backup
January 2021	Lynton and Ron's run	Lynton & Ron
February 2021	Flourish Cambodia	
March 2021	Lloyd's Run	

The annual Flourish Cambodia run in February is for a very worthy charity, the fee is \$20 which also covers an excellent lunch with all you can eat. The usual \$4 will also apply for the back up trailer costs. At the December general meeting it was decided that those who are on a tight budget can make a donation that best suits their situation, as we don't want to exclude any of our members. At the same meeting it was decided to request that new members volunteer to put on a club run. First off, just have a talk with Paul or Roger to find out what is involved before making a commitment. Remember, a club is only as good as it's members.

11TH OCTOBER 2020 - RICHARD TURPIN'S RUN

Another lovely spring day for a Club ride in Albany and a very popular destination to boot! We had 20+ bikes bring their owners along to the Old Gaol by 10 am for a ride to Cheynes Beach and help Richard celebrate his 85th – that's right his 85th birthday! And, as an inspiration to us all, he's still enjoying being on 2 wheels – er, well make that 3 wheels, as shortly, quite understandably, Richard's opted for a sidecar outfit for his future rides. As we all know – better 3 wheels than 4! The older bikes and the littlies were sent off first and the rest followed a little later. Morning tea break was at Manypeaks Store and a certain lady on her 250 arrived there quite quickly to be greeted by Police lights but it was the ute behind her they wanted to talk to – phew! After a 20 minute social break, all made it to Richard and Chris' place in one piece. I think I counted 36 people there and the lunch that was put on for us was very generous. On top of that there was a raffle with multiple prizes and quite a few went home with a little extra! The time passed very pleasantly and even the bush flies (but not the blowies) were noticeable by their absence – what more could you ask for! By 1.30 – 2 pm most were heading home and clean up began with help from those remaining. We need to give acknowledgement and thanks to Chris and Richard for their hospitality and food and also those that helped them – Noelene, Cheryl & John and probably a couple of others I've missed! So thank you all, it made a very enjoyable day for everyone! Peter Ogborne, on back up, didn't get any customers, but given the distance, there weren't many really old bikes to cover for. And Richard – long may you ride with us! We're getting quite a few OBE's riding in the Club these days and that's an inspiring thing for us all! *Bernie*



T.T.T. - PART 3 - 'DITCHED INDIAN & ROLLING B.S.A.' - Dave

XAD 407 – my Triumph Tiger Cub served me well and whetted my appetite for more, which resulted in acquiring for free an Indian 741B (I think that was the model. Memory not so good these days!). I was studying a residential 2 year course at Harper Adams Agricultural College from 1961-63. One day we were taken by Bus to visit a Farm on the 'Long Mynde' in Shropshire but it just so happened that the local Council had decided to resurface a narrow country lane. We all disembarked for a long time as there was no room to turn round or reverse. I happened to find a very sad looking Motorcycle lying in a deep ditch. It didn't appear to have any owner.

Later upon return to College a good friend of mine offered to retrieve it and we managed to get the front half in the back of his Standard Panel Van. During the holidays I began work on it. It was all complete but engine seized solid. It had apparently been run on kero which was quite simple as it had 3 tanks. One side petrol and the other oil and spare petrol so it was quite simple to start on petrol and switch to kero when hot.

GUC 81 was a 500cc S.V. V Twin, coil ignition and built like a tank. Massive girder forks, frame, pedals. Foot boards and foot clutch, hand change. Clutch was huge. Parts were readily available from Pride and Clarke, London. It proved reliable but very much under powered. It was part of the 'Lend-Lease' arrangement with the U.S.A. during WW2 and would have come with saddle bags and war time lighting but all this had been removed by the previous owner. My brother and I built a Sidecar for it, designed to carry a M/C. The Instruction book was amazing as it even told one how to lace a wheel and how to ride across railway tracks etc!



John Rogerson on 1924 Lightweight Sports Model 350 cc Sunbeam
In Background - 770 cc B.S.A. with 1916 J.A.P. Enfield Engine

At about the same time another college friend told me of an old M/Bike that had been used at his local cricket club to – yes – pull a roller across the pitch! This sounded a tall story but apparently was true but the club had abandoned its use because it became difficult to start. NP4022 was acquired for a few pounds and we rebuilt it. It was a 1924 B.S.A. with a 1916 J.A.P. Royal Enfield 770cc V Twin SV Engine so not original, (unless B.S.A. did use R.E. Engines). Flat tank, footboards 3 speed. It set on fire when we first tried to run it down our long driveway, but Father came out with one of those ancient Conical Extinguishers, that happened to work and saved the day. We had a very steep lane, Ham Hill nearby and it would climb that in top gear so maybe the story about the cricket pitch was true after all!



**Collecting 1918
Douglas
March 1964**

GYPSY TOUR - 14/15 Nov 2020

"The Gypsy tourists were out in force at Denmark, Duckett's Farm, Cosy Corner, Mt Melville and Albany on the weekend, wet at times but a great turnout regardless. Thanks to Paul Armstrong and the Albany Section for welcoming the Gypsies and putting on a great lunch for the starving masses. Thanks to all who attended and rolled up at Denmark & Albany to participate in this very special annual collegiate event" - *Murray Barnard*

"A few spots of rain didn't dampen our spirits. What a fantastic weekend away" - *Stephen Hills*

"Awesome Albany run despite a few bike and weather related issues. No matter, Albany mob were inviting and well organised, congrats to all who made it easy! - *Stephen Payne*

Great day, great company, great meal, great ride, what else would you want? - *Paul Armstrong*

"Thanks to everyone from the Albany section who helped out to make it a wonderful weekend" - *Andrew Hobday*

From our local correspondent :

SATURDAY 14TH NOVEMBER 2020: With rain showers coming the group headed to Denmark and Scotsdale Rd with the Cheese Factory as the destination for morning tea. The Albany members consisted of Geoff, Jasmin, Ruth and Bernie. In a bit of confusion about where to turn, some rode across the bridge; one group went up Denbarker Rd, Churchill Rd and reconnected with Scotsdale Rd. A second group continued East towards Albany before retracing their steps; Jasmin thought Albany was closer and headed home. Eventually all arrived at the Cheese Factory which provided a pleasant setting for socializing. After a heavy shower passed close by, we all continued up Scotsdale Rd then down McCleod Rd to the South Coast Highway and back towards Denmark; except for one rider, Geoff, who had that heavy shower follow him all the way down Scotsdale Rd to home, attempting to drown him in the process! The Boston Brewery on the East side of Denmark was our lunch destination. Some went direct and settled in for lunch, others went for a longer ride via Bornholm. They arrived a bit later and a bit wetter; a third wave arrived, later and wetter still. (probably that same shower that got Geoff!) But we all ended up inside and dry for lunch and more socializing. From here everyone drifted off back home. Despite the showers everyone seemed to enjoy the ride.

SUNDAY 15TH NOVEMBER 2020: Thankfully the rain eased off today and the Albany contingent left the Old Gaol in Albany at 10 am heading to meet the Perth group at Cosy Corner Beach; arriving in due course. The Perth group arrived quite some time later and were lucky there were still some cakes and coffee left after the Albany group's efforts! But 50 cakes and 50 cups later everyone seemed to have something. There was lots of socializing in a pleasant setting, which was the aim of the exercise! Thank you to Geoff for his back up stove and hot water supplies that kept the coffees flowing. In due course everyone headed off in the direction of Albany, with the destination being the "spark plug" on Mt Melville, in town, which has spectacular views over Albany and the surrounding countryside. However a strong, cold breeze didn't encourage anyone to stay too long admiring the views! The final stage of the ride was to the clubhouse in Little Grove and all arrived without incident. In remembrance of those riders who have passed on and no longer ride with us, except in memories, we observed our traditional 1 minute's silence. The bbq lunch at the clubhouse was a little different this year, with Covid regulations still in force. It was in the front door, sanitize, be served your food and out the back door to the seating area. If you wanted seconds, repeat above process. It seemed to work well, as everyone co-operated. There was a great choice of salads to go with the patties, snags, and buns. Plus a choice of sweet things for afters! These lunches don't happen by themselves and our thanks for a successful time must go to John & Cheryl, Paul, Bob, Sandra, Noelene, Evie, Pat, Don & Margaret and Rofi. And speaking of Rofi; your children, Adam (Mr Sanitizer at the front door) and Aisha (in the food serving) put a smile on quite a few grandies faces. The above people (and I apologize if I've missed any) are the ones who prepared / cooked the food, set up the tables and chairs, served the food with a smile and cleaned up after – well done everyone!! I think I counted at least 33 bikes and over 60 people attending and catered for; a great effort for a club of about 50 members. Everyone appeared to enjoy their time and friendships were created / renewed. By about 3pm it was "many hands make light work" cleaning up done and we all wended our ways home, leaving the area to the birds and bandicoots once again.

Bernie







Above: Duckett's Mill and the Camper Kitchen at Denmark. Below: Cosy Corner & Mt Melville





Albany Section Clubrooms at Little Grove on the shore of Princess Royal Harbour. *Photos by Murray Barnard & Cathy Cudini*



DAM EARLY RUN - 29 NOV 2020

"Chas and his wonderful crew put on a great spread for the hungry riders this mornings ride. well done everybody involved" - *Chris Davis.*

"Great ride, great food, great company, thank you Chas and your wife and others for your efforts "- *Colin Hankinson.*

"Thanks Chas, Karen & helpers, fantastic breaky for the hungry riders. Thanks also to the members that came along on a great range of interesting bikes" - *Stephen Hills* Photos by Chris Davis & Stephen Hills





ORABANDON - 2020

Orabandon 2020 Report: by Stephen Hills

On Thursday, members made their way to Kalgoorlie and met at Richard's workshop to unload and prepare their bikes for the event and of course meet and greet. Cudos to Alan Wicken who rode his bike all the way from Busselton. There was an eclectic mix of bikes and riders. A trophy of Triumphs from Lionel Rudd's 1947 to Colin Williamson's mammoth 2300cc Rocket 3 and everything in between. George Loverock had an each way bet riding his Norton Commando on Friday and his beautiful A10 BSA on Saturday. Richard and Mario on their BSA's. Adrian on his ever reliable Enfield, Terry McKie Matchless, a couple of Guzzi's, Andrew on his 2 stroke Kwacka to add a little blue haze to the event and more.

Friday's ride to Coolgardie via Red Hill look-out (Lake Lefroy Kambalda) took in some great scenery and a visit to Warden Finnerty's cottage with an interesting talk by a local historian and Devonshire tea. Then a guided tour of the Coolgardie Museum followed by lunch and refreshments at the historic Denver City Hotel. From there we headed to Bonnie Vale the site of The Entombed Miner where in 1907 Modesto Varischetti was trapped in an air pocket in the flooded mine for nine days before he was rescued. This attracted world wide attention. On return to Richard's workshop a couple of small fuel issues were sorted out on two bikes that expired during the day. *(Ed. And much appreciated Steve)*

Saturday's ride started with the Xmas Toy Run through the streets of Kalgoorlie & Boulder. The VMCCWA had a group photo taken by the local newspaper, The Kalgoorlie Miner and also had the honour of leading the parade along with the Posties who were tossing lollies to the kids lining the route. This can only be positive publicity for our club. After the Toy Run we headed for the historic Broad Arrow Cemetery site for Morning Tea Unfortunately the track into the site had deteriorated since the route was set and most riders found it challenging. No problem, they were ferried in on the backup vehicles and enjoyed a sumptuous morning tea laid on by ever present catering core.

From here we headed out to Ora Banda past the burnt out Pub and on to the original Argus Homestead. Richard gave a very interesting and candid talk on the history of the station and the Gold prospecting exploits of his ancestors. We then headed on to the Broad Arrow Tavern for lunch and refreshment. On the way back to the workshop we stopped to view Bob Pinner's private collection. Each evening a meal and social gathering was organised at various venues.

On the final evening, a farewell BBQ was held at the Tower Hotel where most members were staying. Thanks was given to all the volunteers who worked tirelessly to make this event such a success. To name but a few, Mario, Cathy, Tim, Gordon, Val, Danni, Gavin, Jacqui, Melissa and of course Richard. I think Terry McKie summed it up in saying that in his 27 years attending club events, this was the most well organised event he had attended.

ORABANDON - 2020





Coolgardie



Lake Lefroy



The run on Saturday was accompanied by a very strong hot breeze which was testing; but a lot cooler than the run up to Kal on the Thursday. After a busy day, machines were fettled and some restored to life. Saturday was the Toy Run at Boulder before heading to Broad Arrow's cemetery which was down a bush track, We lost Alan in the scrub, Don sadly dropped his bike & Adrian came a gutsa twice but we all survived after quite few wobbles in the soft sand. All in all a great weekend. (Ed.)



Boulder



Ora Banda



Broad Arrow

The final word - from Adrian - After surveying his fleet, our esteemed Editor selected his immaculate Moto Guzzi California Stone as a most suitable gentleman's transport, for the Orabandon expedition. Comfortable, vibration-free V twin, bags of power in case

a bit of showing off became necessary, and in the morning, as he watched his fellow riders kicking their sometimes-reluctant steeds into life, one small movement of the Editorial thumb produced V twin noise. Wonderful, as long as the bike co-operates. Which it didn't. On the first leg, the noise died, and nothing, except a flat battery, resulted from trying to fix it. On to the trailer! At the first drink stop, a committee was quickly convened. In light of The Editor's standing in the community, and the power of the press if you get it wrong, a decision was quickly made. The Editor deserved only the best, so Steve Hills offered to convert his beautiful Moto Guzzi Le Mans to a deluxe tourer. See photo. Murray declined the throne, not wanting to spoil Steve's ride, very magnanimous of him. Back at the workshop, Guzzi aficionado and very knowledgeable Steve Hills set about diagnosing the problem. Good spark, so it had to be fuel. Steve then found water in the tank, asking Murray was he watering his fuel down as an economy measure? After Murray's vehement denial, off came the tank, out came the fuel pump, and there was the problem. Apparently a not unusual one, for this model. The cheap and nasty fuel line and clip parted company with the tank. Richard's workshop is an ideal venue to find such a problem; it was quickly and successfully rectified. Good on you, Steve!

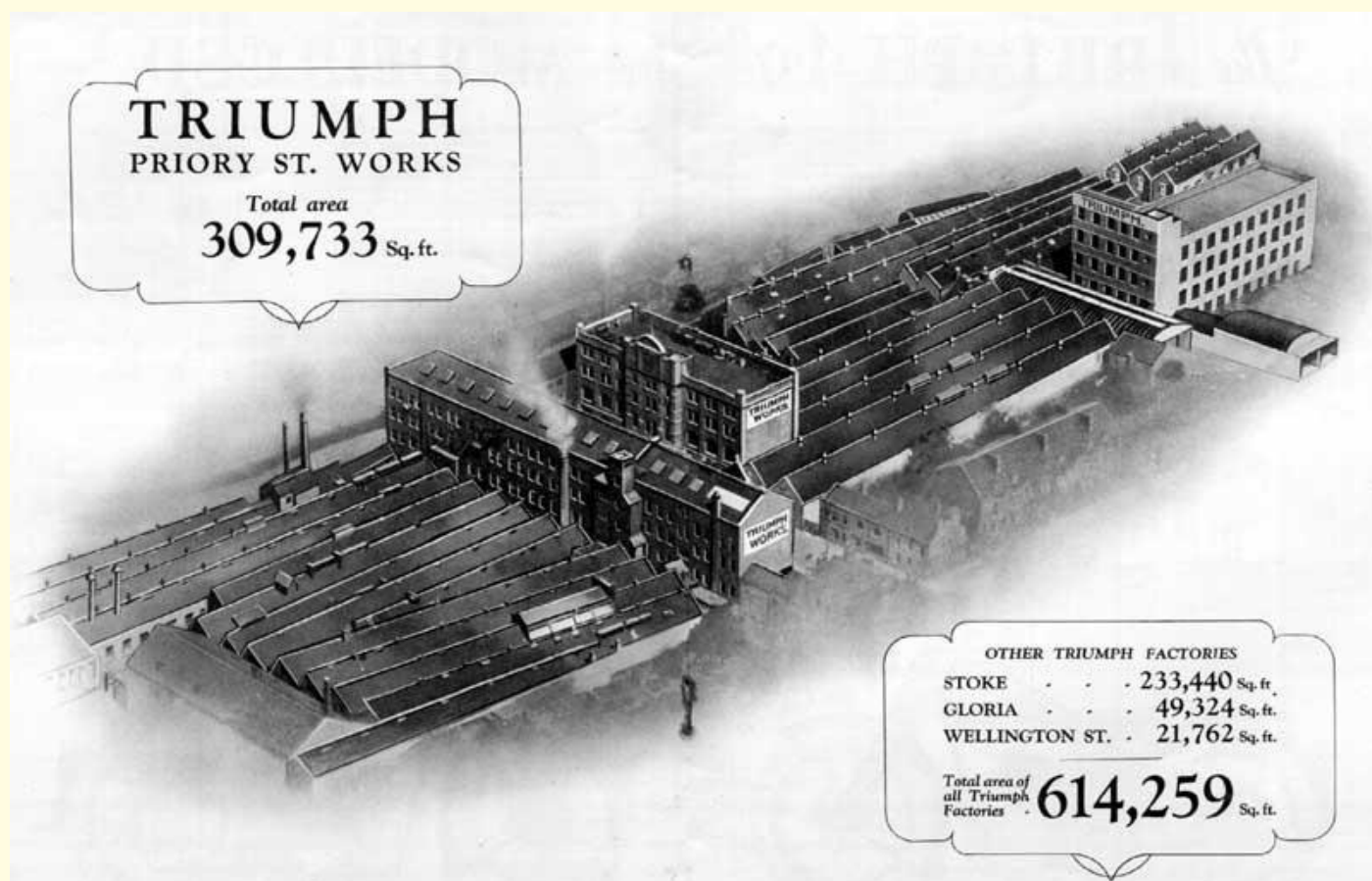


(Ed. The annoying part is that a well known motorcycle shop was paid good money only 1500kms ago to fit an improved fuel line and clamp to the fuel pump. The clamp fitted was inadequate for the job, good money wasted and confidence in the shop severely dented!)

WHAT HAPPENED ON THE 14th NOVEMBER 1940?

I guess I should caveat the question posed in the title and say it will probably only resonant with those of you who are interested in all things "Triumph". So when you read this little snippet of history it will be almost 80 years to the day that the City of Coventry was bombed during the Blitz and the city centre was destroyed which included the Cathedral and the buildings in the close proximity to it which included the Triumph factory.

This is a promotional drawing of the Triumph factory at Priory Lane, Coventry and gives you a sense of the size of the factory prior to its destruction. The Priory Street land was purchased by Triumph in 1894 and a new factory was constructed for the production of Triumph Cycles and the factory was periodically expanded in subsequent years to facilitate the production of motorcycles and then cars.



The Triumph factory was also bombed on the 17 October 1940, Second Lieutenant Sandy Campbell of the Royal Engineers Bomb Disposal Company was called upon to deal with an unexploded bomb that had fallen at the Triumph factory. Campbell found that the bomb was fitted with a delayed action fuse that was impossible to remove, so he transported it to a safe place. That was done by lorry, and he lay alongside the bomb so that he could hear if it started ticking and could warn the driver to stop and run for cover. Having taken it a safe distance, he disposed of the bomb successfully but was killed whilst dealing with another bomb the next day. Campbell was posthumously awarded a George Cross for his actions on that day.

The raid that began on the evening of 14 November 1940 was the most severe to hit Coventry during the war. It was carried out by 515 German bombers and was intended to destroy Coventry's factories and industrial infrastructure, although it was clear that damage to the rest of the city, including monuments and residential areas, would be considerable.

The first wave of bombers dropped high explosive bombs, knocking out the utilities (the water supply, electricity network, telephones and gas mains) and cratering the roads, making it difficult for the fire engines to reach fires started by the later waves of bombers. These later waves dropped a combination of high explosive and incendiary bombs. The high explosive bombs and the larger air-mines (filled with flammable liquid) were not only designed to hamper the Coventry fire brigade, they were also intended to damage roofs, making it easier for the incendiary bombs to fall into buildings and ignite them. It is estimated that a total of 36,000 bombs were dropped in the raid.

Coventry's air defences consisted of thirty six anti-aircraft guns which fired 10 rounds per minute for the whole 10 hours of the raid and only one German bomber was shot down.

At around 20:00, Coventry Cathedral was set on fire by incendiaries for the first time. The volunteer firefighters managed to put out this first fire but other direct hits followed and soon new fires broke out in the cathedral; accelerated by a firestorm the flames quickly spread out of control. During the same period, more than 200 other fires were started across the city, most of which were concentrated in the city-centre area, setting the area ablaze and overwhelming the firefighters. The raid reached its climax around midnight with the final all clear sounding at 06:15 on the morning of 15 November.

In one night, more than 4,300 homes in Coventry were destroyed and around two-thirds of the city's buildings were damaged. The raid was heavily concentrated on the city centre, most of which was destroyed. Approximately one third of the city's factories were completely destroyed, including the Triumph and Daimler factories and nine factories producing aircraft.

An estimated 568 people were killed in the raid (the exact figure was never precisely confirmed), with another 863 badly injured and 393 sustaining lesser injuries.



Coventry city centre after the bombing

However not a single person working for Triumph was killed as all the 120 night shift employees had gone into the factory's underground shelters. The factory buildings were totally destroyed including most of the engineering drawings, castings, patterns, spares, complete bikes, machine tools and production records. Management, employees and the government were keen that the business get back into production as soon as possible so alternative sites in the midland areas were investigated by senior management. At the same time employees combed the factory wreckage salvaging everything that could be used, however small.

Temporary accommodation was found in a canal-side old cement mixing factory and an adjacent corrugated iron chapel at Warwick which is approximately 40 miles from Coventry. The facility was called the "Tin Tabernacle" by workers. Production recommenced in June 1941 using equipment salvaged from the Priory Street factory. A new Triumph factory was built in Meridian and came into production in 1942/43 and as they say the rest is history !!!!

FOOTNOTE

Did you know that the term "pool petrol" refers to petrol in the UK after rationing was introduced in 1940. What happened was that all "brand" names such as Shell, Esso etc disappeared and fuel was a "pooled" so it became a generic and rationed commodity. The average octane rating for pool petrol was around 70 octane so remember how lucky you are when you are filling up with your 91 octane unleaded or your super powerful premium at 98 octane.

While researching this historical story I tripped across the fact that in 1939 aviation fuel used in Spitfires and Hurricane was 87 octane. An American petroleum chemist found a way of refining 100 octane aviation fuels which became available to the RAF in early 1940. This new fuel gave a 25% improvement in engine efficiency which translated to an extra 25mph at sea level and 34 mph at 6,000 feet altitude and meant that the RAF fighters had a performance advantage over the German planes. This was one of the unsung factors that turned the Battle of Britain into the success story we all know today. *Tony Southall*

NUMB BUMS & OILY RAGS

Towards the Bullet-Proof Head Gasket! The article starts with this intro from the writer, Robert Murdoch:- I was once told at a continental bike rally that I was brave to travel such a distance on an Enfield twin without spare cylinder head gaskets, particularly as I was carrying a passenger, camping equipment and tools."

In view of the reputation RE twins had at the time for blowing them, such a comment was, perhaps, understandable. It was only a short while later, when Robert was preparing the engine for a rebore, that he discovered an intriguing mod made by the previous owner. He had used varnish to mask a thin strip of the copper head gasket surrounding the cylinder bore and pushrod tunnels, and then acid-etched the remaining area of the gasket to reduce its thickness by about 10 thou (0.25mm). So how did it work, long term? Robert re-used the original gasket (presumably after annealing it first), and it stayed leak tight until the bike had 60,000 miles on the clock! When I thought it through, the idea is a simple one, and replicates an idea I was shown by a steam loco fitter. The steam pressure on the joint in question was up to 165 lbs/sq inch, and its temperature was way above normal 100 degrees C - but all he used was a ring of copper wire. This was bent into a circle just big enough to surround the bore through the union, with the ends twisted together, and a couple of loops to the outside to locate on two of the fixing studs. After making the loop, he annealed it, assembled the union, tightened the fixing nuts - job done. And it withstood both the heat and the pressure perfectly, and gave no trouble in long-term use.

This sketch shows the idea described by Robert Murdoch, as applied to the head gasket of a typical pushrod single:- On the left is the gasket as bought; on the right is the gasket as modified. The areas in black are those masked before etching, which remain full thickness, and the grey areas are thinned down. The result is that the critical areas of the gasket for preventing leaks - that is, surrounding the cylinder bore and the pushrod tunnels - have a high percentage of the pressure applied to them, whilst the rest of the gasket, which contributes very little to sealing, has much less. An example will make this clear. Ask anyone who has been stepped on by a woman wearing stiletto heel shoes. She may be five foot nothing, and as slender as a deer, but the pressure she can exert through that tiny heel area is astonishing, and - the voice of experience - astonishingly painful! In the case of a head gasket, the load exerted by tightening down the fasteners is exactly the same whether you use the full thickness gasket or the area relieved one - but the pressure on the vital areas is greatly increased with the latter. Suppose the full area of the original gasket is 12 square inches, the reduced one is 2 sq ins., and tightening the head fixings exerts a total load of 120 lbs force. Full size gasket Pressure is 120 lbs force over 12 sq ins = 10lbs / sq in.



Thinned gasket Pressure is 120 lbs force over 2 sq ins = 60 lbs / sq in. You might think that a 10 thou reduction wouldn't make any odds, as once you torque the head down, the copper would just squash to the same thickness all over (like pastry under a rolling pin), and it would, but for the fact that copper work hardens. If, before use, you anneal it by heating to a bright red, and immediately dunking it in water, the copper ends up dead soft (handle with care!). As you start torquing down the head and copper starts to squash, it goes from dead soft to dead hard very quickly. So little compression is needed to do this that, before the head starts to bear on the thinned area, the thicker portions will go hard, and still take the lion's share of the applied force.

So, the theory sounds promising, but the proof of the pudding is in the eating - and you really can't argue with that 60,000 miles on the clock with no head leaks', can you?

Re. annealing; if you heat copper to bright red, and leave it to cool slowly, it will still be fully annealed, but quenching in water knocks off any scale formed during the heating process.

Copper etching can be done with the ferric chloride crystals used to make printed circuit boards, and available from radio and electronics supply houses, and the masking can be done with nail polish, and later removed with (what else?) nail polish remover. The acid produced is a mild one, but it is very good at staining clothes and kitchen utensils a deep reddish brown - you have been warned. . *Jack Enright*

This article ran in the Royal Enfield Owners Club magazine, "The Gun." Head gasket problems spoiled an otherwise very nice motorcycle for me, years ago, and the problem is not restricted to 700 twins. Hopefully this might be of help to Club members. The editor of "The Gun" has kindly authorised reprinting in "Vintage Chatter." *Adrian White*

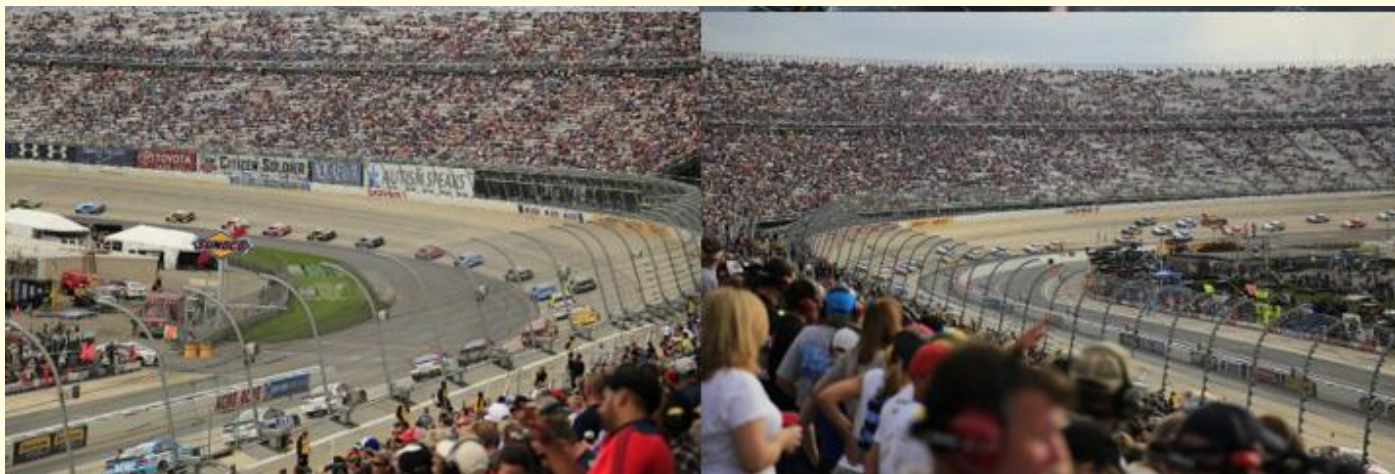
GEORGE LOVEROCK - THE FINAL CHAPTER

On the Sunday BAB and I rode down to the AMA National Hill Climb Championships in Jefferson, Pennsylvania. Lot of fun at the hill climb and especially after when we returned to York to complete a tour of the remaining breweries and distilleries. Toured and sampled products at Mudhook, White Rose, Collusion Breweries and then the Old Republic Distillery. On Monday headed over to Philadelphia for a couple of days. Did the tourist bit and learnt a fair bit about the early history of America and the writing of the Constitution. Visited the Constitution house which is still in its original state. Then I undertook an in depth study tour of what really made Philadelphia and America great. Local breweries. BAB had to accompany me as I needed a tour guide to read the map after the second stop. Many different varieties sampled. The Eulogy was able to offer 300 different beers but BAB wouldn't let me stay to sample them all. During this I study tour I did find out though that my people skills are just fine, it's my tolerance to idiots is what I have to work on. Wouldn't recommend Philadelphia to non drinkers but at least BAB was able to undertake some exercise guiding me around Penn's Landing, Philadelphia. After Philadelphia I decided to give BAB's rear end a rest and so we rode over to Atlantic City New Jersey for a three day break. Well just as well because the weather here has turned to absolute #\$\$^#\$. Floods as water is dropping out of the sky at .45 inches an hour, so looks as though stuck here. One good thing is that the Tropicana bar here has 50 different brews on tap. Not much to say as still raining and beer still following at the Tropicana.



Good Evening Ladies and Gentlemen, members of the VMCC Western Australia. This is my last post on the 2016 USA motorcycle journey with BAB. Yes we are still together after 45 years of marriage. Luckily I have a thick hide. Hopefully you have enjoyed our journey and I apologise if I have offended any person, other than, BAB, of course. All content was forwarded with good intention hoping to assist you pass the time of day during this period of limited travel and social isolation. I was hoping you would be looking forward to each days blog and with it I have endeavoured to give you an insight to some sights of USA and the shenanigans BAB got up to whilst travelling. Thank you very much. I hope you have enjoyed it BAB and I have now come to the end of the trip and you may get one more entry detailing the sale of the Beast of Burden @ Bourbon as I sell it off.

After the couple of BAB rear end rest days, BAB insisted that we go to a NASCAR race so we headed off to Dover International Raceway, Delaware to catch one of the series races. The entire town of Dover and surrounding district was completely booked out so we had to stay 20 miles south in Harrington a small town with no pub. But it does have a bottle shop. Anyway we Rode up to Dover today and spent the day at the raceway. I JUST LOVE THE NASCAR RACES. They are so loud that you cannot hear a thing other than the cars. The most peaceful four hours I have had on the entire trip. The noise of the NAScARS at Dover International Raceway is so intense that I am still completely deaf four hours later. This is bliss. Cannot hear a single thing BAB is blabbing on about. I have a smile from ear to ear and when she talks I just point to my ears and have another beer, Heaven.



Tomorrow we head of up to Andover and trade the bike back in for cash, I hope. Then it is off to New York for four days and then off home on Sunday. It is a long weekend in New York this weekend and all hotels are booked out. Extremely bad planning by BAB, the tour booker and part time navigator. She should have done more research and planned ahead. She may have to sleep in the subway. I'll be fine as they have 24 hour bars.

I was out side and took a photo of the Beast of Burden in the same position it was 10 weeks ago and as you can see it is still impeccable. Gee I look after my machines. Then BAB said I had to take a photo celebrating the ten weeks of a great ride which we survived. So it was on the Beast of Burden with a beer, I wanted to open the bourbon but BAB objected. Something about you've had enough and it is too early. So after the photo shoot it was inside to down load the photos as it was time to pack up for our bus trip to New York. I opened the computer and as usual the emails and there was one from Liz, our friend from Delaware. You know Liz and Jose the ones that showed me up on BAB's birthday by taking her out to a nice dinner. Anyway Liz sort of said it was nice following your boring blog over the past weeks but give Val a hug from us. Obvious their favourite. No hugs for me. Anyway I thought this would be a great idea as BAB had no knowledge of the email. So outside I went, BAB was sitting outside having her daily fix, scanning face book, when I said, "You know what Gorgeous, we ridden 16 US state and 4 Canadian Provinces it has been a great time riding with you and we have survived." I then picked her up, it was a struggle, and I gave her the nicest peck on the



left cheek and then gave her a greatest big hug. What a great feeling, only issue was I squeezed a little hard and she broke a little thunderstorm, in other words a lot of wind. Trust me it wasn't nice, put her daughter-in-law, Lilli @ NGKY, our Turkey Trip Sarin Gas episode to shame. I nice act by ASA turned to disaster, put me off my beer and thank Christ I hadn't opened the bourbon, as it would has curdled, trust me. Thanks Liz for the suggestion, it is best that George be just simple George. Liz you will notice I emailed you straight away of the issues you created. At least BAB's wind passing had a positive, the mosquitos departed, either that or were killed. Anyway the Beast of Burden has been sold and now I am a biker in USA without a bike but plenty of gas, care of BAB. That's all, BAB is now off roughage, thank goodness and i am on foot - George.Loverock

MEMBERS CLASSIFIEDS

FOR SALE

BSA PARTS FOR SALE:

BSA A7 Models Gearbox, bolt up type - Restored, immaculate \$500.00, 2 BSA A & B models Gearbox. Restored. - includes as new K/S & gear lever. \$650.00, 3 BSA A & B models Gearbox - complete & undamaged, just as it came of the bike. \$500.00, 4 BSA Gearbox C11 & C11 G - restored - 4 speed - with sprocket & nut. \$450.00, 5 BSA Gearbox, late models M20 & 21 etc - V.G.C. \$500.00, 6 BSA Gearbox - fits many 1930's bikes, Banana shape, Full resto. \$750.00, 7 Gearbox G79 H.43 - Matchless etc. - incomplete - all gears are there & everything turns - undamaged. \$150.00, 8 BSA Gearbox, - C11, C11G etc - 4 speed- good condition-as is, full of grease inside everything turns, just needs finishing off. \$250.00, BSA A7 Rigid Frame - powder coated- plus qty of parts T.B.A. \$250.00 ALSO: I AM SELLING ALL 31 OF MY COLLECTION OF BIKES Phone TERRY 0419 554 735 anytime

1974 Triumph T150 Trident, this bike has a manifold and single carb fitted which gives big mileage to the gallon compared to the triple carbs ,with very little drop in power. The triple carb parts are in a box to go with the bike. Consider reasonable offers. Mike 454 PH 95275806

TO THE MAGAZINE COLLECTOR IN OUR MIDST. Large number of "CLASSIC BIKE" Magazines, - from second edition through to somewhere in the 1990's, Plus quite a number of unusual and collectable M/Cycle Mags, also good number of Car Mags, - "Restored Cars" etc. - Playgirl and Mayfair included. \$50.00 cheque made out to CHILDRENS LEUKAEMIA will buy the lot. Phone: TERRY 0419 554 735

1991 BMW RT100 Touring comfort on long rides with 2 riding lights ,panniers, tank top carrier bag, workshop manual,\$5400 phone Alby on 64061325

1951 Ariel 500 Red Hunter sprung heel with new tank not much to do to tidy up \$4300 phone Alby on 64061325

REPEAT

1965 & 1966 DUCATI MACH 1: 2 bikes, both under restoration, 1965 bike only requires painting, the 1966 bike is apart and ready for paint and the motor needs to be stripped for reconditioning, lots of New parts and new wheels, will separate but would prefer to sell together with all the surplus parts, offers around \$34K or best offer for the lot, Leon, Phone or text 0406609051 or email for photo's at roughneck@ozemail.com.au

1972 RICKMAN TRIUMPH T120 fitted with the Rickman weslake 8 valve head, restored bike just needs wiring loom, \$27000 ono

1969 RICKMAN TRIUMPH T120: under restoration, Chassis is Finished, New Tank and Seat, tyres, fitted with the rare conical Disc front brake, this bike was ordered from Rickman Brothers by Morgan-Wacker Motorcycle dealers in Brisbane. Rickman 8 Valve kit comes with this bike, \$27000 ono - Leon, Phone or text 0406609051 or email for photo's at roughneck@ozemail.com.au

All ads (including services) will run for maximum of 3 issues. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to benner@iinet.net.au

Below: 1939 BSA This is my late grandfathers bike. Make a sensible offer to Ashley. ashley.vermeer@iinet.net.au



1962 BSA C15P VGC single seat ex. UK Police including spare parts & documentation. Unlicensed. Same owner for 42 years. Professional engine rebuild 2007, zero road miles since. New chrome, frame bead blasted & coated. New wheels, rims, Avon tyres, bearings, rear shocks, Lucas Altette repro chrome rimmed horn, original speedo. Stored for 4 years following full rebuild & restoration \$7,000



1979 Triumph T140 Special. VGC Very low mileage. 2 into 1 exhaust, Lester cast wheels. Includes spares, documentation, original promo material. All major parts new. Boyer Electronic ignition, Morgo rotary oil pump, Dunlop TT100 tyres. Unlicensed Stored for 4 years following full service by Vintage & Modern. \$10,000 . Either machine, contact Alan Marriott 0455401742



MATCHLESS G90 SUPER CLUBMAN ENGINE: offers to Andrew Williams <andrew.williams6365@gmail.com>

NORTON DOMINATOR 1963 fully restored bike, spare parts & repair manuals. Offers to Anne Leary



1956 DOUGLAS DRAGONFLY: The bike currently is located at Munich Motorcycles \$14k ono. Julie Rogers 0438950767

2 aluminium rims, 19 inch, 36 hole, WN3 to fit drum brakes model. Colin Knight Ph 9447 3548

FUEL TANK A10: tank for 1958 A10 (small round badges) Richard 0418 934 550

WANTED - PRE-31 BIKE. I would prefer a 500 OHV but anything considered. Looking for a complete bike but I'm not looking a full on restoration project. Jeff Sanders 0411750767 sti22b@live.com.au

QUICK-ACTION THROTTLE suit 7/8 bars wanted (no plastic throttle bodies please) - Colin Tie 92951601

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are now manufacturing mudguards in Donnybrook for export all over the world.



EXPIRING

DJP SIDECAR good condition, was fitted to Honda. \$2000.00, Front & rear crash bars for 1942 WLA Harley Davidson. Good condition. Painted only. \$150.00, BSA A10/A7 tool box, new condition, no lock. \$65.00, BSA front mudguard & wheel stand. \$5.00, BSA rear mudguard stays, \$5.00, 2 of each. Jeff Sieber 045605 7239

BMW R65 1985 – VGC Well shod with panniers & new Battery - \$4,500

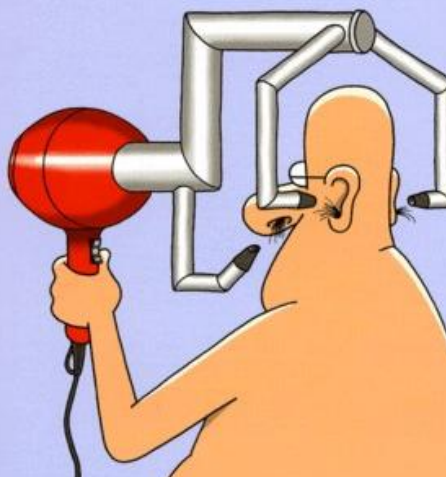
CENTRIFUGAL CLUTCH ASSEMBLY for Yamaha PeeWee, new PN 3L5-16620-3, cost \$169.00 – only \$50.00 - Terry Germain 0419554735

WANTED

I am looking for a **TIMING COVER** to suit 1937-38 BSA singles used on M19 M20 M24 and several of the B series singles. On these bikes the cams turned in bushes in the timing cover and crank case, unlike the post 1939 engines where the cams were bushed on spindles. The cover has a plain surface as per the attached image, rather than the 1939 style which has the letters BSA imprinted in the lower raised section. Lionel 0449 536 233



Over the years, Stuart had gradually modified his hairdryer to target the areas where it was most needed



Vintage Motorcycle Club of Western Australia

Old Iron

Classic Motorcycle Show & Swap Meet

**Cannington Showgrounds
cnr Albany H'way &
Station St**

**Buyers entry
8am to Noon**

**Sellers
7am entry**

21 March 2021

Celebrating 100 years of Moto Guzzi 1921-2021

More details at vmccwa.com/classic





VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

MAR 2021



MOTO GUZZI

MOTO GUZZI

Club Contacts - the people who keep the place running

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis – 0488915103 les@dgas.com.au

Deputy Chair: Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550

secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

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Events Coordinator: Stephen Hills – 0413678604
steve.mag@icloud.com

General Committee Members: Neil Freeman - vn_freeman@outlook.com, Jeff Sanders - JSanders@vmccwa.com Ph. 0411750767, George Loverock - loverock5590@hotmail.com

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Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benners@iinet.net.au)

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Registrar: Lat Fuller registrar@vmccwa.com 0468310215

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website @ vmccwa.com. Ring a dating officer for assistance if you can't use the web.

Dating Officer: Pre 1931: Michael Rock – 0437999009 (michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103 les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:
Keith Weller – Bushmead – 92742476,
Greg Eastwood – Coolbinia – 0438041072,
Jim Douglas – Kallaroo – 94016763,
Maurice Glasson – Mandurah – 0410000617,
Les Vogiatzakis – Dianella – 0488915103,
Murray Barnard – Roleystone- 0434215665
Hans van Leeuwen – Mount Nasura - 0419921693
Lynton Morgan - Albany - 0438447330

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863 membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563 sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday – 0411358428

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary Pre31: Art Woldan 93303264, Treasurer: Jeff Sanders Ph. 0411750767, fees payable to BSB 036-087 Acc 778468, Meet every 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604 steve.mag@icloud.com, Treasurer: Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc 0260192. Facebook : facebook.com/groups/vmccwapost70

Meetings are held on the 3rd Monday of each month. 7.30 pm - check with Stephen Hills re location

ALBANY SECTION: Chair: Paul Armstrong – 0417051378 (patnpaul2016@gmail.com), Albany Section Secretary: Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and post, you need to & then message web admin).

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12th of each month.

BASIC PRINCIPLES: The Club exists for ALL members. As such, approved events will be advised in advance to all members through the Chatter. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Front cover: Meet & Greet Fremantle January 21

Back cover: Richard Argus at Ora Banda Dec 20

Up Front: Matters of Note - Murray Barnard - Editor



OLD IRON: the Classic Motorcycle Show & Swap Meet is planned for 21 March 2021 at the Cannington Showgrounds. The Club Management Committee will need help from you as members to make this significant event a success. Along with helpers on the gate, crowd marshalling & catering we will need to kick off registrations for the Club Display again. If you can help with any of these roles please let me know.

If you haven't already, it would help if you emailed or called me to advise what machine or machines you would like to display in 2021. Display Boards were prepared for all machines registered for the 2020 Show. These have been stored for use in the 2021 Show so a lot of the work has been done. So please let me know as soon as possible and I can dig out the display board and perhaps prepare new ones if new machines are nominated for the Show.

FAMILY MEMBERSHIP: Family membership was rolled into Ordinary membership some time ago to simplify classes of membership. On joining or renewing membership, individuals are invited to nominate a partner. This is not essential but helpful for Club administration. A nominated partner is considered to be a full Club member & has all the benefits of a Club member, except they do not receive a separate Chatter, cannot vote nor register 404 in their own name.

COVID19: Take care, lockdown has already impacted our calendar yet again, fingers crossed it won't last too long!



Left: Raoul Smith from the Salvation Army Xmas Appeal accepting a donation of drinks from The VMCCWA. FYI This is the soft drinks purchased for the 2020 Old Iron Show. They would be out of date by the 2021 show. - *Stephen Hills*

Below: Time to acknowledge Paul Armstrong for organising another successful Toy Run in Albany...

"Saturday December the Twelfth, Bikers charity run for the Salvation Army Christmas funds appeal. This worked out well two hundred and fifty nine machines taking part, lots of cash, toys and goods donated to this worthy cause, and many thanks go to the riders, police dept, all section members who donated their time and Santa who attended on the trike" *Well done Paul & the Albany Section*



Up Front - Cont'd

BALLOT FOR BSA SIDECAR OUTFITS: The Club is offering for sale, to financial Club members only, two sidecar outfits. Priced below the market for Club members, the two outfits are complete and in running order and sold as is. They are unlicensed. The sale will be by ballot and the machines have a fixed price. To bid for either or both machines register your interest at the Parts Store with Keith or Chas. Additionally you can register your interest by calling or emailing Richard Argus, the Club Secretary. The 1962 BSA A10 650cc Gold Flash outfit as available for \$12,500 and the BSA 600cc M21 outfit is available for \$8,000. The draw will be held at the March 2021 Monthly meeting.



WELFARE REPORT by Adrian White

VALE. Jean Barnes - Jean, wife of Club member Allen, died on 24 December 2020 from complications with a hip replacement. The couple were regular participants in Club events, in latter years, with Jean in the sidecar. In 1959 they emigrated to Australia on an assisted passage, but weren't happy here, so returned home. Home was not what it used to be, so another assisted passage saw them back in Perth. Jean was determined to secure a job as quickly as possible, and whilst waiting to be called in for an interview, chatted with a lady there for the same job. That lady was Maureen Rock, who got the job, but not before discovering they'd worked at the same place in U.K., and that their husbands were both motorcycle enthusiasts. Thus a lifelong friendship began. Jean and Val Cowlin assisted for over ten years at the start of one regular pre-31 event. Jean enjoyed the often hilarious company of the Red Hat Society, a ladies social group, and on a more serious note, volunteered with U.3 A. That organisation- University in your third Age, (that is, over fifty), encourages members to learn in a happy social network. Their motto- Learn, Laugh, Live. Cooking delicious food was another of Jean's strengths. Jean is survived by Allen and son Ian. She will be greatly missed, our condolences to the family. *Adrian White, Welfare Officer.*

Club Events Calendar - Stephen Hills



PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: (Regular weekly events) :

Southern suburbs - 10am Thursdays - Meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook.

Northern suburbs - 10am Tuesdays (**Note:** moving to Wednesday from 1st Weds in March) - Meet at Yanchep Lagoon Cafe. Org

2021 Approved Club Events - **Note:** key Club events are held on the 3rd Sunday of each month as much as possible.

February 21 - Roley TT - meet 9am for 9.30am start at Keith's, 122 Bushmead Road Hazelmere. Ride through the Hills via Roleystone for a free BBQ brunch at Rushton Park Kelmscott.

February 28 Old Forkers - see Pre31 Section for details

March 21 - Old Iron - please contact Murray Barnard asap to register a machine or machines for the Club display at Cannington Showgrounds. A display of girder fork machines will be held in the smaller Hall at the showgrounds.

April 18 - Chattering Run

May 16 - June 20 - Cafe Hop

July 18 - Peter Groucott Ride

August 15 - Keith's Soirée

September 18/19 - Combined Gypsy Tour & Albany Spring Rally

October 17 - WA TT (York)

November 21 - Dam Early Run

December 4/5 - Orabandon

December 26 - Boxing Day Breakfast



ROLEYSTONE TT

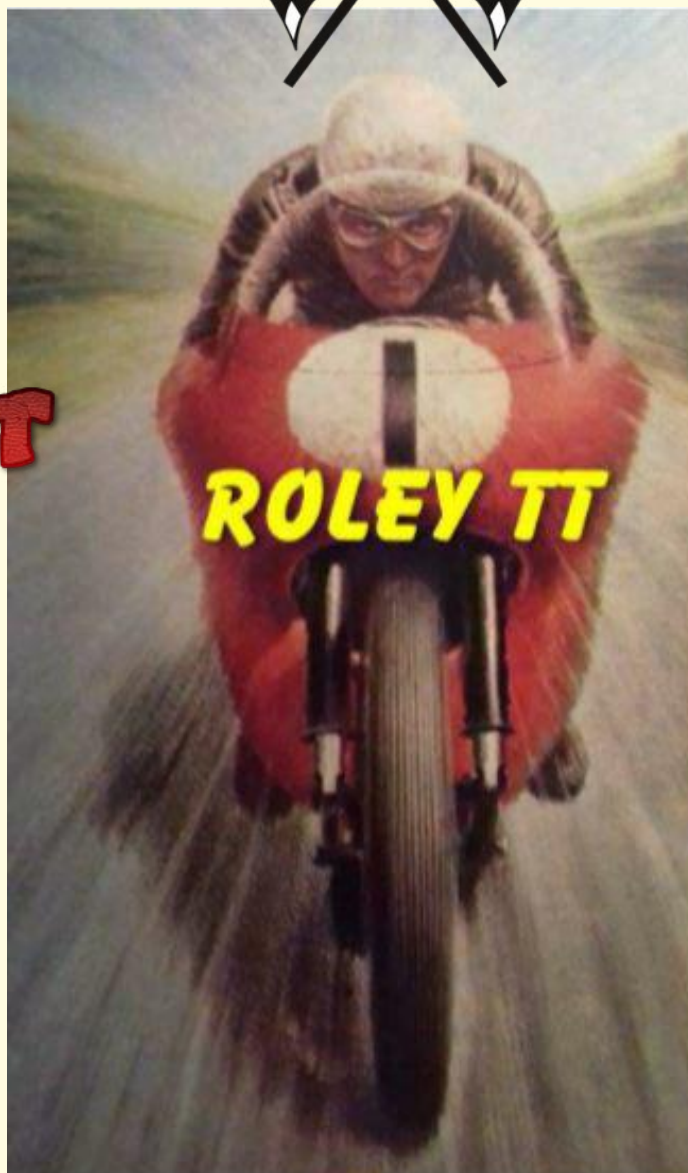
21 FEBRUARY 2021

Never ridden the Isle of Man TT and Manx GP Mountain Circuit? Well now is your chance! Ride the Mountain Circuit to Roleystone. This circuit has speed lots of twisty winding roads and some hills to climb. Make sure you turn up for the 4th Annual Roley TT because you won't want to miss it!

Starting at Keith's place in Hazelmere. The TT run will be through the Hills via Roleystone to Rushton Park Kelmscott, where refreshments and a free BBQ will be available from the Club Events Trailer on site.

Assemble 9.00am, depart 9.30am. 21 February 2021 at the start line ,which will be at Keith Weller's, 122 Bushmead Rd Hazelmere. Parking for trailers available at start.

Bring your partner to enjoy the social occasion. Bring what you have, old bike, new bike, car, it is a social day out! Contact: Murray Barnard - 034215665 web@vmccwa.com



Pre31 Section

Calendar

Pre 31's Old Forkers Run & BBQ - Feb 28 2021 (Open Event) - This run is put on by the Pre 31 section of the VMCCWA to highlight our section and display old and girder fork bikes. It will be a short run about 45min (good for veterans.) Starting at the club grounds Hale rd and finishing at the club grounds about 9.00 am for a breakfast and display of our bikes. All VMCC club bikes are welcome to come on the ride or just take in the display. We are encouraging you to bring your oldest bike. The run and breakfast will be put on for all members ride or not at \$5.00. Time 7.30am for 8.00am start before the day gets hot. Enquires Ken Vincent - ph 9293 2093 0439 294 366

Old Iron Display - Girder Fork Machines - 21 Mar 2021 - TBA

ROARING TWENTIES RUN: 1 - 2 MAY 2021 - For pre 1931 bikes only.

The run starts and finishes at Boyanup with a overnight stop at Nannup.

This is our 10th year and we will be having a t-shirt to commemorate the ride and a twenties dress dinner.

Perpetual trophy to whoever rides in the spirit of the event, best vintage trophy, best veteran trophy, best small bike trophy, special award for all veteran riders, plus more awards and grande raffle

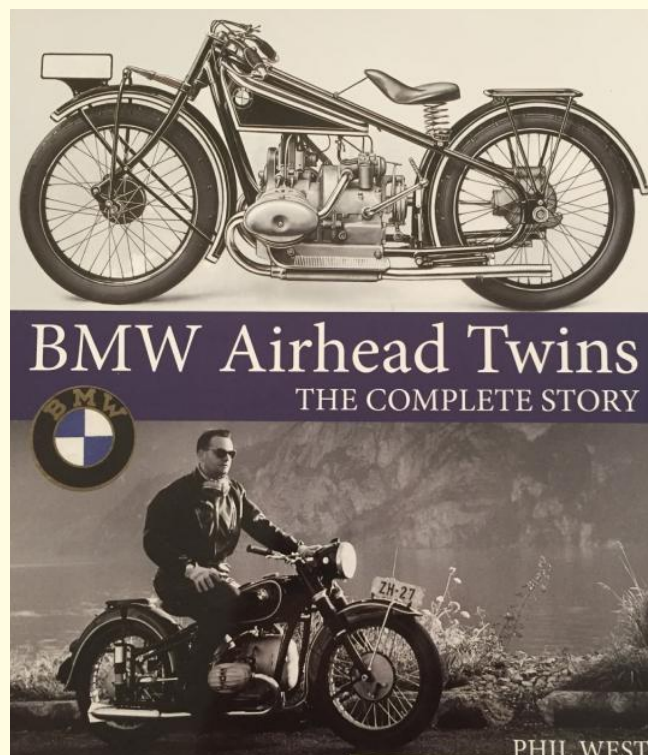
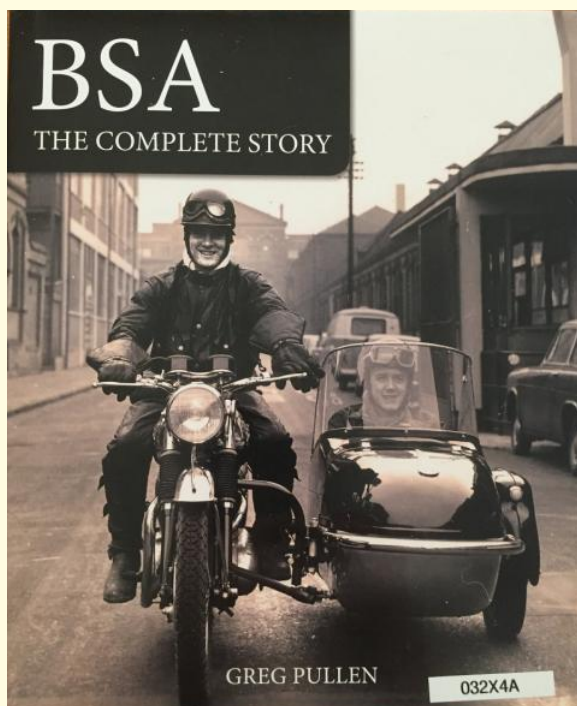
Book your own accommodation at hotel - a.s.a.p ! Limited rooms mention VMCCWA - ph Nannup hotel 9756 1080.

More info and entry forms closer to date - Ken Vincent 9293 2093 0439 294 366

Pre 31's Beverley Run - September 4-5

Library News

New books in the library:



Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$10	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				



Albany Section

ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. **NOTE** Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

Date	Club Runs & Events	Trailer backup
January 2021	Lynton and Ron's run	Lynton & Ron
February 14	Flourish Cambodia Charity Run	Required
March 14	Lloyd's Run	Required
April 11	Robins Sidecar Run. (Solos also welcome)	Required

PLEASE NOTE, Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the section for club events. Members requiring use of the trailer must first get authorisation from a section committee member before going to pick up the trailer.

We had a visitor to the Chalet for our December run, Father Christmas turned up in a sidecar, there were lots of children, grandies and even great grandies waiting, and in our high tech age it was great to see the enthusiasm the old fellow still creates. After a bit of a struggle he managed to get out of the sidecar and made his way indoors followed by a gaggle of excited children. His throne was ready, and assisted by Mrs Christmas they handed out the gifts, I must admit that up until then the spirit of Christmas hadn't got to me, but really, there was a magic in the kids excitement that put a smile on the faces of every adult there. Earlier in the day we had assembled at The Old Gaol and were issued with run sheets by Ian Redman, he had prepared the route well, and although not a long ride there was plenty of variety. No breakdowns, but I did notice that on the way back John Northcott, stopped off at Bill Morrells place. After the presents had been handed out to the children we spent a pleasant afternoon in the grounds of our clubhouse, I am still amazed at how lucky we are to have a venue in such a beautiful spot. PS. There is a rumour going round that John Northcott changed into Father Christmas at Bill's place, well if that's true he did a pretty good job of it. My best wishes to you all for the new year, Roger.



Albany Section

LYNTON & RON's JANUARY RUN: Despite grey skies and blustery rain we had 24 bikes turn out for Lynton and Ron's January club run. The run comprised two timed sections, first, Old Gaol to Redmond, the bikes were strung out over a fair distance as each rider attempted to match the designated run time. On arrival at Redmond we were greeted by the welcome sight of Lynton's Ute loaded with cake and drinks. After handing in our time cards we settled down to enjoy the morning break. Next stage, to Emu Point was via Millbrook Rd, there's some very nice country out that way, and we arrived without any mishaps. After handing our cards in we had lunch at The Squid Shack. While we were stuffing our faces Ron and Lynton were busy on the paperwork, they then announced the results.

Merv Bailey 1st, Roger Bittner 2nd, 1st prize was \$100 and 2nd \$50, both in the form of a Bunnings gift card. We were all impressed with the generosity of the prizes and all the food and drink, plus Ron provide trailer back up. Our thanks to these valued section members for providing us with an enjoyable outing. *The Scribe. Images - Paul Armstrong*



Boxing Day Breakfast - Mundaring

New location at the Mundaring Weir, but many a weary member enjoyed a cooler morning to meet with colleagues over a sausage or cup of coffee and recover from Xmas. *Pics Ken Vincent & Stephen Hills*



Northern Suburbs - Yanchep Run

Please note: The Northern Suburbs Yanchep run will move to Wednesdays in future, starting from the 1st Wednesday in March 2020.



Chairman's Meet & Greet - Fremantle

Good turnout on the day - 17 January 2020 - at B Shed in Fremantle, scenery was pleasant, fresh sea air, full complement of the Management Committee in attendance and lots of nice machines in attendance. Easy start to the year, lets hope 2021 runs smoothly.





Monthly Meeting Minutes

Minutes of the VMCCWA GM – 6th January 2021

Held at Wattle Grove commencing at 8.00pm, Chairman: Les Vogiatzakis, Secretary: Jim Douglas (acting), Treasurer: Jim Douglas. Apologies: Richard Argus, Lloyd Redstone, Colin Tie, Col Williamson

Members Attending: - 46.

1. - Microphone Usher: - George Loverock

2. - Visitors: Bob, Bernie with a AJS 51 model

3 - Welfare report – Adrian: Long term member May Machin has serious dementia, now living with daughter up north. Gary Tait has Parkinsons, symptoms not too bad as yet. Rex Edmondson (ex-president) has a back injury. Bruce Kirk is now OK after some illness problems. Seen riding his bike on the Boxing day early morning event. Jean Barnes, wife of Alan died after a short illness related to hip replacement. Pat Miller sends his thanks for card etc and members condolences. That spritely gentleman Owen Page is 91 and still going strong.

4. Membership - Three only new member applicants were approved by the committee. Robert Ian Campbell—Warnbro, Gregory Heard—Gwelup & Len Radcliffe—Albany. Membership renewals coming in strong for Dec & early JAN

5. Chairman's Report – Les: Happy New Year 2021. Issues with COVID-19 continue, with the UK and USA continuing to lock down and have COVID fatalities. We will continue to progress and follow the protocols identified by the Federal and State Governments to support contact racing. I'll be getting a vaccination in due course, but I think I am still a low risk, as I wash my hands and seek sunshine for the free Vitamin D every morning.

Planning for the 2021 Old Iron Bike Show and Swap Meet is scheduled as planned, and I am confident that we will make it happen. Your support will be greatly appreciated, in terms of attendance and your bikes, and bits, so please notify Murray or Richard of the bike or bikes that you will be presenting, especially those that already have the Information Boards developed. Murray doesn't have time to redo all of them, or many of them, so please ensure you register which bikes you were going to bring last year to this show. Target is about 150 bikes. More details to follow shortly.

Hot Rodders and modifiers have raised issues for our members and those other members of the CMC. We are preparing a letter for our members to send to the Minister for Transport, and their local member, as the communications that may continue to change what we have in place be a concern worthy of our position. An election is in the wings, and dramatic changes being snuck in during the Christmas break is a concern that may be a problem if left.

6. – Secretary's Report – Richard: A typical month with numerous emails which I have been forwarding to the committee and the events coordinator as they are received. These are not recorded below. Site meeting with Strata manager ESM Strata, Steve Hills, Chris Ing and Haidar Kafaji (owner of lot 1), to discuss Lot 1 building application, and other maintenance matters.

Inwards Correspondence

Hayse van Nus; requesting to be included in the ballot for both the BSA Gold Flash and the BSA M21.

Tony Meyrick re 1926/27 Harley Ride Perth to Sydney. *"This ride was undertaken by the WA Harley Davidson Motorcycle Club. It consisted of 8 bikes with sidecars and 16 participants. One of the participants was my wife's grandfather Charles (Chas) Fudger. Your club staged a re-enactment in 1990. There was also a 50th anniversary reunion dinner in 1976. My wife has recently been clearing out property from her Aunt after her Aunt's passing and has come across a lot of memorabilia and photographs predominantly from the original ride but also from the 50th anniversary dinner. Would your club be interested in obtaining these items and if so where could I take them for you. If your club has no interest could you suggest where there may be some interest - it would be a shame to see the story of this epic ride nearly 100 years ago lost for all time."*

Outcome: I contacted Tony, and he delivered the items to me.

VCC housekeeping issues. I wrote to Alex Kirkwood (secretary) requesting they could wire up fans in library and agree to signage on the front fence. His response was:

"I have copied Dave Reid into this reply as it is Dave who agreed to install the fans. I assume that you have these already purchased? In terms of a sign, unfortunately we cannot add signs to the front fence under our lease. We have just gone to our members about a slight name change that we are going to call our "operating name". The Veteran Car Club of WA (Inc) will remain our legal name but we will operate under the name "Veteran and Classic Car Club" Once we finalise that we will have the existing large sign just inside the fence upgraded and you would be welcome to be included in that update once we get to that point".

Graham Bates; requesting to be included in the ballot for the A10 and sidecar combo.

CMCWA – Frank Casella – recommending we write to politicians expressing our unhappiness with the proposed 404 changes; list of politicians included.

"Good afternoon all, At last night's meeting the issue regarding Code 404 was discussed and it was pointed out that discussions with the Department of Transport (DoT) have not been proceeding very well and that undesirable changes are likely to be introduced.

As such the CMC urges member clubs, and individual members, to write to the Minister for Transport and politicians of

both the upper and lower houses in their area expressing their concerns. The CMC has prepared the attached draft template letter and requests it be widely distributed to political circles. Please ensure it is circulated and includes the name and address of who it's being sent to and who is sending it. Please also send the letter of complaint to:"

SP33650 - UNIT 1 /4 SHED PROJECT: revised drawing of building frontage provided.

Outwards Correspondence

Tony Meyrick: Thanks for donation of information & documents re 1926/27 Harley Ride Perth to Sydney

ESM Strata: Confirming committee approval of Unit ¼ shed project.

VCC (Alex Kirkwood) request for response to housekeeping issues (wiring of fans, permission for sign on front fence)

7. - Finance Report -Jim: As reported last month the two money transfers received in November for \$30 each remain unidentified. (no reference on the transfer). We have a further one received 24th Dec for \$60. We are unable to renew your membership if we do not know who you are. The clue is you will not receive a membership paper slip.

In the month of December we received \$1,105 from trading and Spares. We also received \$9,452 mainly from membership fees. Operating expenses totalled \$1,962 with the chatter cost of \$957 being the large item. This results in a profit for the month of \$8,528.

Two bikes on display tonight will be offered for sale by ballot. See details in the Chatter. Expressions of interest to the Club Secretary please.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - *Murray:* New covid-19m restrictions now require everyone to log when they enter the premises. Use your phone or sign-in on the forms provided. We remain confident that Old Iron will happen this year in March. Bring your bikes that you have previously registered. Chatter will go back to 2 monthly from now on. Updates to the website have happened.

8.2 Library report: *Ken Vincent, Librarian* - A couple of new books on BMW and BSA twins

8.3 Spares report: *Keith Weller, Spares* - A briefing from Keith on the bikes being offered for sale, with information on what work has been done. M21 engine runs well selling at \$8,000. BSA A10 also runs well selling at \$12,500

8.4 Registrar's Report: -*Lat:* Since the last report in December the following activity has taken place

Transfer from full license to 404: Harley XLH owned by John Werndly, BSA A50 owned by Lloyd Redstone, Yamaha XJR owned by Sean Killalea, Moto Guzzi V35 owned by Colin Hankinson

Transfer of ownership: Norton CS1 from Terry McKie to Greg Boothey. BSA C15 Star to Barry Ford from out of club.

A reminder to all members that when you sell or transfer ownership of a Bike please inform the Registrar so we keep our database up to date.

8.5 Dating Report: *Maurice Glasson:* No report this month

8.6 Dating Officer Post 70: *Les & Jeff:* Jeffrey Sanders has been trained up to complete post 70's dating with great success and some problems identified by the database. If you sell a club bike, please let us know. If you keep the number-plate and allocate it to a different bike, please let us know.

Bikes dated include: 1980 Moto Guzzi T3 California, 1989 Moto Guzzi V35 GT, 1988 Moto Guzzi Le Mans Mk IV, 1984 Yamaha RZ250, 1995 Yamaha XJR1200, 1972 Suzuki GT380, 1970 BSA Thunderbolt 650 1993, BMW R100R. 1981 Ducati Pantah 600 .

8.7 CMC Member Representative: *Les:* CMC have continued to meet the minister for Transport and the DoT upper hierarchy to discuss the changes and ideas being posted on social media. We will develop a template letter for you all to target by post or email to Minister Saffioti, and your local member, and/or their opposition to get some traction on this for us. Social media ABC news article available for viewing at the front.

9 Events Coordinator:- Steve Hills

9.1 Events Past

Orabanda event was fantastic so said all those who attended. Ken's Boxing day breakfast was well attended.

9.2 Events Future

The club is looking to have one official event per month. Every third Sunday of the month will be the official event day. Pre-31 events will be extra for pre-31 only bikes.

Get your bikes ready for the OLD Iron Show. Theme will be 100 years of Moto Guzzi. Catering will be in the small hall with girder fork bikes and display by Ken and team. The show grounds will be open for the week-end so you can bring your bikes from Saturday onwards and collect Monday morning if required. Northam swap is on this year but not an official ride.

10. Regalia Report: No report

11. – General Business.

Spares are open starting Monday the 18th January. Christmas gifts to Salvos was well received. Many questions from the floor from members concerning the changes to 404 license regs. The club will be writing a letter expressing our concerns and would encourage all members to also write to your local MP. Our letter will be published on the web, which members can copy or amend as required.

12. Bits & Pieces: Colin Tie is looking for a quick action throttle. He has one now.

Meeting closed at 9.10 pm.

Dear Premier,

I write on behalf of the Vintage Motorcycle Club of WA (VMCCWA) Inc, an association of approximately 600 members with the aim of the preservation of motorcycles greater than 25 years of age. The VMCCWA was established in 1975.

As an Association, we would like to express our concern about the changes being considered to Regulation 404 which provides for concessional licensing of vehicles over 25 years and unmodified. The VMCCWA exists to preserve old motorcycles and has never sought nor encouraged the use of modified vehicles. Specifically,

- a. we are advised that the Government intends to amend Regulation 404 to limit vehicle use to 60 days Club use and 30 days personal use a year. This is a 75% reduction in the existing 404 arrangements. What warrants such a drastic reduction in benefit?
- b. additionally, the amended regulation will require logging of all use. Currently logging is only required for personal use. The VMCCWA has an elderly age profile and many members are unable to use a computer or are not online. Currently attendance on approved club activities does not require logging. Why the impost on members who will struggle to comply?
Our members have always complied with existing 404 requirements and not flouted the law. For many of our aged members, approved club events are their lifeline and keep them active and socially engaged.
- c. to extend logging to approved club events, as well as personal use, imposes a huge administration burden on the VMCCWA. The proposed amendments require the club to manage and monitor 404 use by members. In many ways this moves the onus on 404 compliance from the individual to the club.
The VMCCWA is a volunteer organisation with 600 members and over 1,300 machines on its register. To potentially monitor 90 days use per member per machine would be a massive job for a volunteer organisation. Additionally, it cannot be done online because as previously mentioned many members are not computer literate.
What warrants this administrative burden? The club has always assiduously reported every year on 404 and financial membership. We have never heard any concern expressed by the Department of Transport (DoT).
- d. the Constitution of the VMCCWA specifically prohibits modified machines. Our purpose is the preservation of machines. We do not seek nor will we implement the proposed C4C arrangements. Why does the unrelated 404 scheme have to fall in step with the proposed C4C requirements?
Why as a non-profit organisation are our members being penalised by a dramatic reduction in concession benefits and the association itself having an administrative burden imposed on it?
For 45 years the VMCCWA has educated members on 404 requirements and administered the scheme, without fault and without concern expressed by DoT.
- e. Our 404 machines are roadworthy, and unmodified. They are not performance oriented and have historic value to the community. As a club the VMCCWA is active in supporting charities, supporting community fairs and displays, attending aged care facilities (all at no charge) and generally encouraging older persons to remain active and socially engaged. 404 has been of benefit to members but also to the community at large. Why under the proposal is it being rolled back?

In summary, we consider the proposed C4C scheme to be unrelated to the existing 404 Concession. We do not ask for, nor will we implement C4C in our club. The proposal is unworkable for senior members and beyond the capacity of our volunteer members to implement. The community and social benefits of our association are at risk. In closing, we earnestly ask that the Government reconsider aligning the current Regulation 404 Concessional requirements with the proposed C4C arrangements. In 45 years, we have not heard of any concern about the existing 404 scheme which would require such a drastic loss of benefit and administrative imposition.

Postscript: The Government has announced since these letters were sent that changes to 404 are on hold for 12 months whilst further consultation continues. The C4C scheme will be available from 16 April 2021 from approved clubs. For further information, please see the C4C frequently asked questions on the DoT website. The Government also replied to our letter saying they are seeking to align 404 with C4C implying that the 90 day limit will apply to both concession types and that logbooks maybe introduced. The Club intends to continue to oppose the changes to 404. 404 concession is a privilege and one reason Government is seeking to change the provisions is because of abuse of the regulations. Swapping license plates, failing to log use and not displaying a historic plate are all cause for concern. If you want to retain the privilege, please don't abuse the privilege.

Old Iron Swap Meet & Motorcycle Display

The Old Iron Motorcycle Show is on again - 21 March 2021 at the Cannington Showgrounds. This event is the major fund raising activity for the Club and we need your help to make it work.

Volunteers: We need volunteers to help with managing the displays, the gates, catering and the swap meet. Volunteers will get free entry to the Show and a free brunch and drink. The more volunteers we get the shorter the shifts will be. If you can help in any way please email or phone Murray Barnard on 0434215665 or ildottore@iinet.net.au. A post show BBQ will be held for volunteers at a date to be advised.

Machines for display: To register machines for the display contact Murray Barnard via phone or email at 0434215665 ildottore@iinet.net.au. Display boards will be prepared for all machines registered for the display. Many of these boards were previously prepared for the event on 2019 & 2020. If you are providing a different machine for registration please provide photos of your machine if possible. Minimum details required are:

Machine:

Make:

Model # or Name:

Date of manufacture:

Your name:

Phone #:

Email:

Register now to be eligible for trophies and to have a public display board prepared for your machine. You can enter more than one machine. Please take the time to register as early as possible. Registration is an indication of interest. It is understood that personal circumstances may change by March 2021. Registrations must be received by early March to allow time for boards to be prepared. Anyone displaying a bike will get free entry to the Show.

Machines can be delivered to the Showgrounds on Saturday from 11am until 5pm. Machines stored overnight will be secured and several members of the Committee will stay overnight to ensure security.

Machines can also be delivered for display on Sunday morning from 6.30am until 8am. Machines cannot be removed until 12 Noon on the Sunday. Machine owners will receive a tag upon delivery and the machine cannot be removed from the display hall without the tag being returned.

Moto Guzzi display: 2021 is the 100 year anniversary for Moto Guzzi and a separate display will be held to celebrate this occasion. All members with a Moto Guzzi are asked to bring their machines for this display. Please advise Stephen Hills if you are able to assist in displaying a Moto Guzzi.

Event Schedule:

Saturday – open for setup – 11am

Sunday:

- | | | |
|-----|----------|--------------------|
| (a) | 6.30 am | Club bikes enter |
| (b) | 7.00 am | Sellers admission |
| (c) | 8.00 am | Public admission |
| (d) | 11.30 am | Awards: Club bikes |
| (e) | Noon | Close |
| (f) | 4.00 pm | Vacate grounds |



Awards for machines on display: a trophy and prize will be awarded for each of the following categories of machine on display Pre 31, 31 -50, 51 – 69, Post 70's, People's choice & Moto Guzzi

Machinery Preservation Club: the Club has agreed to provide an active display at the Show which is much appreciated.

Catering: Sausage sizzle and drinks will be on sale. The ladies will also be running the canteen again. A coffee van and ice cream vendor will also be on site.

Entry fees: payable for entry to the site or for selling at the swap meet. Note: the sellers fee is payable even if displaying a machine, if you choose to participate in the swap meet as well.

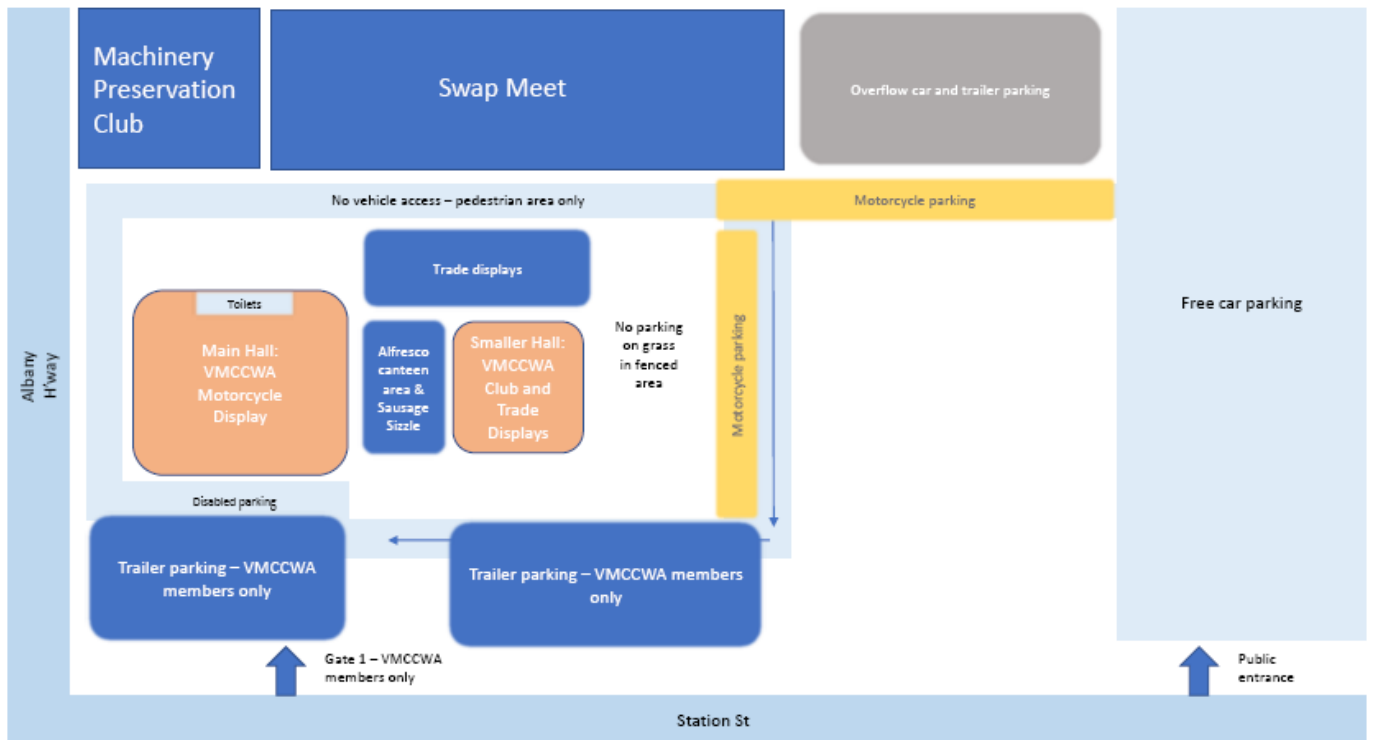
\$20 swap meet vendors, per vehicle (up to 2 people)

\$10 for public/members (per person) – kids under 12 free

Free for members displaying a machine and volunteers

OLD IRON – MOTORCYCLE SHOW AND SWAP MEET

Cannington Showgrounds (not to scale)



Access: Club members displaying machines and/or acting as volunteers are to access the grounds on the Saturday and Sunday via the gate on Station St closest to Albany Highway. There will be parking for cars and trailers as shown on the above plan.

253

Vintage Motorcycle Club of WA (Inc)

Yamaha DT1 250cc

1968 - Japan Owner: Gary Bush

A Rare bike as it was built in the first batch of what was an experiment to assess the popularity of a combined off road racer and registered road bike. This bike started the whole road/trail genre and was in production until 1985. This was also the model that Yamaha introduced the Autolube system so 2 stroke oil was added to the mixture mechanically, rather than needing to be pre-mixed. Being the first batch it has some unique identifiers... Pearl White Paint, Grey control cables, Bolted on tank, Square section swing arm, Single bolted tail light brake, Red carburetor, Tacho is smaller than speedo, Foot Brake and Gear selector can be reversed left to right, Steering damper...all these were abandoned, after the first batch of 5000 bikes.

YAMAHA TRAIL 250

MODEL DT-1

155

Vintage Motorcycle Club of WA (Inc)

MOTO GUZZI - V35 GT

350 - 1989 - Italy: Owner: Colin Hankinson

In 1979, a small-block version of the air-cooled V-twin designed by engineer Lino Tonti was introduced as the V35. Radical when introduced, the design featured horizontally split crankcases and Heron heads. The former was a common feature of contemporary Japanese motorcycle design, whilst the latter was widely used in car engines. Both features allow more efficient mass production and also the design of the engine and associated components cut the weight to 175 kg. The power of the original V35 at 35 bhp was competitive with engines of comparable displacement of the period. Replacing the V35 III for 1988 was the Trentacinq GT (350 GT). Developed primarily for the Italian market, the 350 GT was effectively a V35 III, retaining the long-stroke V35 III engine but restyled along the lines of the Mille GT. Although the 350 GT was based on the V35 III, its swingarm was the shorter V65 type. The 350 retained the V350 III's 16- and 18-inch wheels. As a basic no-frills, standard motorcycle, the 350 GT was adequate but expensive to manufacture and could not compete against Japanese mass production in it's class.

MOTO GUZZI

THE NEW GT SERIE

MOTO GUZZI Trentacinq V35 GT

VINTAGE MOTOR CYCLING IN WEST AUSTRALIA by PETER GROUCOTT

(Ken Vincent found this article in the UK VMCC magazine from Feb 1978, we thought it worth republishing...)

It would be reasonably truthful to say that the Vintage Motor Cycle Club of W.A. (Inc.)—to give it its full title—really was conceived several years ago in Grimsby, Yorkshire, where there is a Motor Cycle shop owned by one Freddie Frith, O.B.E. As any fairly well-informed motor cyclist will know, Freddie Frith was awarded the O.B.E. for his services to British motor cycling and, in particular, for winning the 1949 World Road Racing Championship in the 350 c.c. class, riding Nigel Spring- entered Velocettes in an overwhelming onslaught on the class in that year's World Title series. All of which is by-the-by and has no direct bearing on this story. However, another act by Freddie Frith has a most direct bearing on this story but it probably was to him, at the time, to be almost unnoticed. One day Freddie Frith sold a 1903 3¹/₂ h.p. Humber motor bicycle to Oliver Langton and he, in turn, exchanged it in swap deal with his brother, Eric. Eric Kemp Langton, lifetime motor cyclist of high repute, one-time international speedway ace, ex-Works Scott rider in innumerable major events prior to World War II and possessor of an encyclopaedic knowledge of most aspects of Veteran and Vintage motor



Eric Langton - Pic by Murray Barnard

cycling decided to emigrate to Australia, taking the Humber with him.

Leaving his so-well-established motor cycle world to go to a place where his chosen hobby did not exist in an organised form simply did not enter Eric's thoughts. Therefore, one may well imagine his dismay, upon arrival in W.A., to discover that the pastime of Veteran and Vintage motor cycling in any form did not exist. There was, however, some mild interest being displayed in the formation of a club for old CARS and, as it seemed the best opportunity to further his interests, Eric became involved. In fact, he was a foundation member when the fledgling Veteran Car Club of Western Australia was formed, his primary object being to see that motor cycles were catered for on an equal footing as legitimate Veteran and/or Vintage motor vehicles. He soon found that there was a strong feeling of anti-motor cycle prejudice and this took concrete form when he entered the Humber in an open-road rally.

Eric was able, when asked by the Rally Organisers, to categorically state that his Humber was incapable of averaging more than 17 m.p.h. The minimum speed class for the rally was then set at 20 m.p.h.! This all happened in September 1960, at which time the V.C.C. of W.A. did not have its own Club Journal, "EARLY AUTO"—not destined to appear until April 1963—and Club Notes were published in a matey little magazine called "THE VISOR". This originated as the official organ of the Sporting Car Club of W.A. and it eventually perished after a couple of abortive attempts to "go commercial" had

failed. The October issue of "The Visor" (in 1960) contained this little gem of historical interest in its report of the Northam Rally: "Eric Langton deserves special praise for his magnificent ride on the 1903 Humber motor cycle ... only five points behind the winner of the Golden Fleece Trophy".

Being of Yorkshire ancestry, i.e. obstinate, determined, stubborn, even pig headed if you like, Eric persevered in his efforts to gain recognition for old motor cycles and the people who rode them on at least equal terms with their four-wheeled brethren. It was a long, hard, uphill and VERY lonely battle and many a lesser man would have quit. But not E. K. Langton. This entry became a regular one in V.C.C. events and then, suddenly one day, Eric was no longer alone. He was joined by Ernie Legg, a long-time motor cyclist and dealer in the Fremantle area. Ernie brought along a complete, ready-to-ride, one-owner 1912 3 1/2 h.p. Triumph in original trim, by which I DO mean unrestored and, thereafter, very slowly, the tide began to turn.



Some of the car-owning V.C.C. members obtained 'bikes, others joined "from scratch" with yet more motor cycles and the V.C.C. suddenly found itself with an "Enfante Terrible" on its hands. This lusty babe would not be denied and the V.C.C. had no option but to accept the fact that Veteran and Vintage motor cycles did actually exist and, what was more, some of the folk who rode them were actually quite nice people once you got to know them! By the late 1960s, the number of motor cycles registered in the V.C.C. had grown considerably and many of their owners were not at all car-minded. Nevertheless, the time was not yet right to form a separate motor cycle CLUB and, therefore, a compromise was reached which was to lead to the formation of a motor cycle SECTION of the V.C.C.

The small band of devout motor cycle enthusiasts began holding informal— dare one say, "clandestine?"—gatherings. Although strictly unofficial as far the V.C.C. was concerned, these

gatherings were nevertheless tolerated and, occasionally, reported upon in the Club Magazine. For example, the September, 1967 edition of "Early Auto" carried a report of a film evening "for Motor Cycles" at the home of member Tom Welch and, in other subsequent issue of the period, there were brief mentions of informal meetings of the motor cycle SECTION being held, usually at various members' homes. An organised Motor Cycle Swap Day and Picnic Run was held at the now defunct Caversham Motor Racing Circuit, near Perth and some informal sprinting was indulged in. "Early Auto" of July, 1968, listed in the "Coming Events" column: "A Film Evening for MOTOR CYCLE SECTION members at the home of Jim Wallace" ... so there was tacit recognition of the group IN PRINT! The usual groundwork, drawing-up of rules, etc, done and the V.C.C. granted approval of the group's application to form a Motor Cycle Section. The date was September, 1969, and the "Enfante Terrible", after several pre-natal kicks, was finally officially born and organized. Vintage Motor Cycling in W.A. had successfully cleared its first hurdle. Although still answerable to the V.C.C. on major matters, the M.C. Section—as it became generally known—was at least free to run most of its own affairs of a minor nature. The first of these was a Picnic Run to the Rockingham Scramble Course Car Park on December 15th, 1968 and attracted 14 starters, although several of these machines were trailered to the venue, being rideable but not yet licensed for use on public roads.

1969 was a year of progress and it was possible to report in May that six vintage machines had been approved for licensing at the Inaugural Section Annual Examination Day (by comparison, it is interesting to note that over 60 machines were successfully examined at the 1977 Examination Day). On June 3rd, 1969. the Section held its first Annual General Meeting. Founder- President Eric Langton—who else?—was returned unopposed and was, in fact, destined to remain Section

President throughout the Section's eight years of active existence. Founder-Secretary/Treasurer Kevin Jovce handed over the reins to Jim Wallace, who also thereafter remained in office until the Section's activities ceased in August, 1975. By this time, considerable thought had been given to a suitable Section Badge design. A design, featuring a right-hand side profile of a 1904 Triumph encircled by the letters and words: V.C.C.W.A. VINTAGE MOTOR CYCLE SECTION was approved by the V.C.C. and it was very soon afterwards that these badges, in the deep gold and black of club colours, were being proudly fitted on members' machines. Of course, all major rallies were still promoted and controlled by the V.C.C. and, with mainly car entries it was hardly surprising that these events tended to favour passenger vehicles in which drivers were able to let somebody else do the route-card deciphering and navigating, thus leaving "le pilote" free to get on with just one job. Not surprisingly this put motor cyclists at some considerable disadvantage in such events. In spite of this, there were many occasions on which the premier award went the way of a solo-riding motor cyclist and, in fact, one major event was scooped by a solo rider, one John D'Arrietta on his newly-restored 1925 2¹/₂ h.p. A.J.S. in his first-ever attempt at such an event.



The early '70s were not happy years for the Veteran and Vintage Vehicle movement in W.A. Following a highly successful three day Veteran Motor Show in early '71, the general spirit of the V.C.C. went into decline. There was growing agitation for and against forming of further Sections within the Club. Matters had hardly been helped by the formation, several years prior, of a Veteran Section, a somewhat perverse move in recognition of the fact that changing developments in the Club's vehicular strength had seen the older Veterans outnumbered by Vintage vehicles to a large degree. This is not too suprising when one considers the likely sources of supply of truly old vehicles must be less numerous. And so there came about the

odd situation of there being a Veteran Car Club with a Veteran Car SECTION when the creation of a Vintage Section would, on the face of it, seemed much more logical. Through all this, the Vintage Motor Cycle Section had its own well-attended meetings and events with new members coming into the fold all the time.

THE FIRST MAJOR MOTOR CYCLES-ONLY EVENT

The key which opened the door to a whole new aspect of Vintage Motor Cycling in W.A. was held in a most unexpected hand. The sole Saturday evening newspaper in Perth, W.A. is the Weekend News and its Promotions Manager in 1971 was a man named John Game. One day, while scanning some files on overseas activities in hopes of finding inspiration for something new in the promotional field, Mr. Game came upon a report of the long-established South African event, the Durban-Johannesburg Run for Vintage Motor Cycles. Therefrom came John Game's big dream: to promote a similar event in W.A. with lots of publicity and its resultant added income for his paper and the lure of an all-expenses-paid trip to the Dur/Jo Run for the winner. Question was, was there any active Vintage Motor Cycle group in W.A.. And, if so, how did one get in touch with it? Having had brief contact at odd times with the V.C.C., John Game went there first and was, of course, directed to the Vintage M/C Section of the Club . . . all ready and waiting for just such an opportunity to prove itself worthy of conducting an event such as this.

Following the usual preliminary negotiations, a course of approximately 350 miles was decided upon, a date was set and entries were invited. These totaled 31 and the pre-Trial publicity added up to more than the entire Vintage and Veteran Vehicle movement in W.A. had received for many years. Considerable public interest was aroused and having the Lord Mayor of Perth as an Honorary Starter wasn't exactly a bad idea either! From His Worship a Special Message of Greeting was taken by the rider of the oldest machine, Ray Selley (1909 Triumph) to the Mayor of Bunbury and people turned out all along the route to see—and hear—the old bikes go by. Unfortunately, the results in public reaction and added income for the promotor did not meet expectations and no lucky winner ever did get that trip to the Dur/Jo Run, but The Weekend News Two-Day—as it came to be known—DID put the Vintage Motor Cycle movement on the map in W.A. and it has never

By mid-1973, however, there was an undeniable feeling in the Section that a concerted effort to form an autonomous club would have to be made soon. There were many owners of desirable motor cycles sitting on the sidelines simply because they were not interested in joining a CAR club in order to ride old motor cycles and there was a very real danger that a rival club might be formed. Some members even stated openly that, should such a club be formed, they would leave and join it. The threat gained concrete recognition with the placing of a motion to form an autonomous club before the 1973 A.G.M. of the V.C.C. However, due to the totally-unexpected tabling of a similarly aimed motion with wider-reaching scope, the Motor Cycle Section's motion was set aside pending consideration of the alternative motion. This, unfortunately, became hopelessly bogged down in pseudo-legal gobbledegook and red tape and thus, the embryo Vintage Motor Cycle Club was denied a whole year of life. Two very good things came out of the 1973 A.G.M. of the V.C.C. These were the extremely narrow margin by which the alternative motion was defeated and the election of a new President who had the wisdom to see that motions defeated on minor technicalities, as this one had been, should not be swept under the carpet and the matter closed when it was patently obvious that so many members felt that a change was needed. Consequently, Frank Cocks took a firm hold on matters, called round-table conferences with many Section leaders and, within a few short months had an acceptable motion ready for presentation and adoption by an overwhelming majority at a Special General Meeting. Immediately upon acceptance of the new Constitution, the Motor Cycle Section's representatives re-presented the motion that it be permitted to become a club. This was accepted and approved in very short order and the way was clear at last! All this was a token gesture really as an embryo "club" has already been started with the election of a Committee comprised of the original Section Committee plus six other members. The paperwork was all done, the Constitution had received the blessing of the V.C.C. Committee and the final step—the V.C.C.'s formal approval to form a Motor Cycle Club affiliated with the V.C.C. was taken at the 1975 A.G.M. of the V.C.C. in early July. The August 1975, General Meeting of the Vintage Motor Cycle Section of the V.C.C. was convened in the usual manner, some essential formalities observed and the President of the Section—Mr. E. K. Langton—yes, he of the 1903 3^{1/2} h.p. Humber and many more since—then declared the Section to be henceforth in recess and, as President-elect of the Vintage Motor Cycle Club of W.A. (inc.), invited all persons present to become members forthwith. Just two days later the

V.M.C.C. of W.A. conducted its first event. This was a two-day Vintage Motor Cycle Show, at which over 100 machines were displayed and, in spite of unfavourable weather, attracted a good response from the public and helped the infant club to achieve a reasonable state of solvency. From the V.C.C. just one month later came a further boost to the club's funds, along with the tacit recognition of the club and expression of friendly association in the years ahead. Throughout all this time of amateur politicking, one member, Alex Selley, had been quietly researching and generally laying the foundations of an event which was to find ready acceptance from the very moment of its introduction to the members. Alex's idea was that a Commemorative Run should be held over the 150-mile course used for the original series of West Australian T.T. Races in 1912-13-14 and 15. Following several years of painstaking research, investigation of lay press reports, interviews with past competitors and/or their families, Mr. Selley considered he had enough of a re-constructed picture of these early open-road races to put on some sort of Commemorative Run over the old course. To say that the rank-and-file club members thought it was a good idea is a gross understatement. The Club Committee gave its blessing and Mr. Selley and the writer undertook to organise what was to become the INAUGURAL W.A. T.T. COMMEMORATION RUN.

This was designed to be a non-competitive run over the original 150-mile course with the only conditions being that Traffic Rules be observed and that, in order to gain a Finishers' Award (Certificate) machines in the various speed/age categories must finish within their respective—and very liberal—time limits. The machine which everyone really wanted most to see complete the mildly-hilly course was the afore-said 1909 Triumph owned and ridden by Ray Selley but fate wielded a cruel club during the first two years of the event. With only about 20 miles to go in 1975, the big end failed and in 1976 BOTH tyres failed at a distance. As a matter of interest, the Oldest Finishing Machine Award in 1975 went to another Triumph, a 1912 Roadster ridden by the only lady rider in the field, Miss Thelma Hosking and owned by club patron Ernie Legg. Oldest finishing machine in 1976 was an immaculately restored 1911 Bradbury ridden by Jim Wallace and—at long last—1977 saw Ray Selley get his 1909 Triumph all the way round and qualify it for the award. The special reason why everyone so dearly wanted to see this happen was that Ray's machine was an actual 1912 race entry, being ridden on that occasion by its original—and only other—owner, Mr. Jack Hamersley.



Jim Wallace - Pic by Murray Barnard

Very soon after its inauguration, the Club began production of its own magazine, "Vintage Chatter" and this has kept members au fait with happenings in the ranks, a very big point to consider when members are scattered as widely as 600 miles plus apart. The Club operates on lines basically similar to those prevailing in the V.M.C.C. in England having almost identical Rules, By-Laws and Constitution—and, no doubt, similar problems and any V.M.C.C. member contemplating visiting or migrating to West Australia is urged to seriously think of getting in touch prior to leaving England. A warm welcome is assured.

Recently an "Australian" Section of the V.M.C.C. was formed in New South Wales—almost 3,000 miles east of our centre of activities. The V.M.C.C. of W.A., with several V.M.C.C. members already in its ranks, decided to remain independent, leaving members free to join if they wished. As far as the writer is aware, no V.M.C.C. of W.A. member has joined the NEW SOUTH WALES Section of the V.M.C.C. which presumes to call itself the "AUSTRALIAN" Section. Ours is a young and vigorous Club—not a Section—rejoicing in its freedom to govern itself while yet recognising the value of adoption of most of the ORIGINAL V.M.C.C.'s Rules and from these we will continue to grow and establish VINTAGE MOTOR CYCLING IN WESTERN AUSTRALIA on a firm and reputable basis.



Thank you for putting up with this diatribe. I hope it hasn't bored you too much. It is somewhat lengthy because I honestly couldn't see any way to tell it all otherwise. Best wishes to all Vintage Motor Cycle enthusiasts everywhere. Just remember ... if you ever come this way, be sure to get in touch so that we can make you feel at home.

Pic: Peter Groucott by Murray Barnard

Numb Bums & Oil Leaks - Adrian White

The Albany Hillclimb has always been a highlight of the year for many of us - not only do you get to ride a very challenging hill as fast as you like (almost as fast, anyhow), but the social pleasures are plentiful. The huge display of bikes on Saturday morning renews many friendships, with people from all over the state.

Prior to the Rifle Club offering their very suitable venue, most stayed at the Rotary Camp, well down Frenchman's Bay Road. That was a pretty rough-and-ready affair, with access from the bitumen via a long winding rutted sand track. Sheryl really hated this, so to go into town one day, she opted to ride pillion with me. On the way home, I got into a rut, two up on a road bike in that circumstance means the front wheel does whatever it wants. I thought "I'm going to fall off!" and promptly did just that. To our surprise, several people popped up from behind bushes, brandishing cameras and score cards. Turned out they were members of Southern Riders, a social group, who were waiting for one of their members, riding a Harley, who for sure, would fall off. We gave them a practice run. The helped, with great good humour, to pick the B.S.A. up, and we're kind enough to send us their pictures. Good holiday snaps!

Friday night traditionally meant having several drinks and going into town for Chinese. Returning from that, several drinks later, Colin Tie decided to check his raucous Gold Star was starting OK. Carefully aligning the bike to ensure the exhaust pointed into the open doorway of the communal dormitory, he demonstrated how one kick was all it needed, so he gave the bike plenty of revs to celebrate, then went to bed, ignoring the grumbling from his fellow no-longer sleepers.

This dastardly act was remembered the following year. We returned from town much earlier, and Mr Tie foolishly, decided on an early night. The rest of us had a few more drinks, and someone recalled the previous year. A quick survey established exactly where Mr Tie was sleeping, the Gary Tenardi placed his very loud Ariel so the exhaust pipe pointed precisely where the head in question, through the weatherboard wall, slept. And fired it up, enjoying the sound of a perfectly tuned five hundred single on a straight pipe. Presently, he asked "do you think that's enough?" "No, give it some more!" came the chorus. The victim claimed, as an enthusiast, it was music to his ears.

Gary must have enjoyed himself. The following year, he decided to top his effort by riding the loud Ariel into the dormitory at one end and out the other. Mission accomplished, but to his chagrin, he'd failed to note the height of the exit step, which promptly grabbed his crankcase, lifting both wheels off the ground. Accompanied by some very helpful advice, he managed to free his machine and slink off into the night.



Gary Tenardi & Ken Vincent - Photo by Nic Montagu

Members' Classifieds

FOR SALE

MONTESA KING SCORPION 1971 250cc - In Good Condition.
Call Ron Chave to negotiate - 0407 242 369

1939 500cc OK SUPREME Restoration Project \$10,000.

VELOCETTE 1936 500cc MSS Restoration Project \$9,000.

AJS 1925 Flat Tank 350cc OHV Restoration Project \$8,000

HONDA 1982 CX 500 TC Mechanically complete \$1,000.

Ring John D'Arrietta 93495449

1951 350 MAC VELOCETTE, disassembled, new big end, new wheels, new petrol tank, new rear mudguards, new seat, new muffler & many more new parts, all there \$5,500

Alan Annear 92474523

HONDA CB400T 1978 Near totally original licensed & good runner \$2,500

AUTOCYCLE EXCELSIOR 1951 Restored runs well \$1,000

MOTOBECANE MOBYLETTE 1980 Runs well \$780

Contact Bruce Kirk 0474854440

REPEAT

BSA PARTS FOR SALE:

BSA A7 Models Gearbox, bolt up type - Restored, immaculate \$500.00, 2 BSA A & B models Gearbox. Restored. - includes as new K/S & gear lever. \$650.00, 3 BSA A & B models Gearbox - complete & undamaged, just as it came off the bike. \$500.00, 4 BSA Gearbox C11 & C11 G - restored - 4 speed - with sprocket & nut. \$450.00, 5 BSA Gearbox, late models M20 & 21 etc - V.G.C. \$500.00, 6 BSA Gearbox - fits many 1930's bikes, Banana shape, Full resto. \$750.00, 7 Gearbox G79 H.43 - Matchless etc. - incomplete - all gears are there & everything turns - undamaged. \$150.00, 8 BSA Gearbox, - C11, C11G etc - 4 speed- good condition-as is, full of grease inside everything turns, just needs finishing off. \$250.00, BSA A7 Rigid Frame - powder coated- plus qty of parts T.B.A. \$250.00 ALSO: I AM SELLING ALL 31 OF MY COLLECTION OF BIKES Phone TERRY 0419 554 735 anytime

1974 Triumph T150 Trident, this bike has a manifold and single carb fitted which gives big mileage to the gallon compared to the triple carbs, with very little drop in power. The triple carb parts are in a box to go with the bike. Consider reasonable offers. Mike 454 PH 95275806

FOR THE MAGAZINE COLLECTOR IN OUR MIDST. Large number of "CLASSIC BIKE" Magazines, - from second edition through to somewhere in the 1990's, Plus quite a number of unusual and collectable M/Cycle Mags, also good number of Car Mags, - "Restored Cars" etc. - Playgirl and Mayfair included. \$50.00 cheque made out to CHILDRENS LEUKAEMIA will buy the lot. Phone: TERRY 0419 554 735

All ads (including services) will run for maximum of 3 issues. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to benner@iinet.net.au

EXPIRING

1965 & 1966 DUCATI MACH 1: 2 bikes, both under restoration, 1965 bike only requires painting, the 1966 bike is apart and ready for paint and the motor needs to be stripped for reconditioning, lots of New parts and new wheels, will separate but would prefer to sell together with all the surplus parts, offers around \$34K or best offer for the lot, Leon, Phone or text 0406609051 or email for photo's at roughneck@ozemail.com.au

1972 RICKMAN TRIUMPH T120 fitted with the Rickman weslake 8 valve head, restored bike just needs wiring loom, \$27000 ono

1969 RICKMAN TRIUMPH T120: under restoration, Chassis is Finished, New Tank and Seat, tyres, fitted with the rare conical Disc front brake, this bike was ordered from Rickman Brothers by Morgan-Wacker Motorcycle dealers in Brisbane. Rickman 8 Valve kit comes with this bike, \$27000 ono - Leon, Phone or text 0406609051 or email for photo's at roughneck@ozemail.com.au

Below: 1939 BSA This is my late grandfathers bike. Make a sensible offer to Ashley. ashley.vermeer@iinet.net.au



MATCHLESS G90 SUPER CLUBMAN ENGINE: offers to Andrew Williams <andrew.williams6365@gmail.com>

NORTON DOMINATOR 1963 fully restored bike, spare parts & repair manuals. Offers to Anne Leary



1956 DOUGLAS DRAGONFLY: The bike currently is located at Munich Motorcycles \$14k ono. Julie Rogers 0438950767

1962 BSA C15P VGC single seat ex. UK Police including spare parts & documentation. Unlicensed. Same owner for 42 years. Professional engine rebuild 2007, zero road miles since. New chrome, frame bead blasted & coated. New wheels, rims, Avon tyres, bearings, rear shocks, Lucas Altette repro chrome rimmed horn, original speedo. Stored for 4 years following full rebuild & restoration **\$7,000**



1979 Triumph T140 Special. VGC Very low mileage. 2 into 1 exhaust, Lester cast wheels. Includes spares, documentation, original promo material. All major parts new. Boyer Electronic ignition, Morgo rotary oil pump, Dunlop TT100 tyres. Unlicensed Stored for 4 years following full service by Vintage & Modern. \$10,000 . Either machine, contact Alan Marriott 0455401742



WANTED

ROYAL ENFIELD 1930 Two Stroke Motor 225cc Model AL 30
Ring John 93495449

REPEAT

2 aluminium rims, 19 inch, 36 hole, WN3 to fit drum brakes model. Colin Knight Ph 9447 3548

QUICK-ACTION THROTTLE suit 7/8 bars wanted (no plastic throttle bodies please) - Colin Tie 92951601

FUEL TANK A10: tank for 1958 A10 (small round badges)
Richard 0418 934 550

I am looking for a **TIMING COVER** to suit 1937-38 BSA singles used on M19 M20 M24 and several of the B series singles. On these bikes the cams turned in bushes in the timing cover and crank case, unlike the post 1939 engines where the cams were bushed on spindles. The cover has a plain surface as per the attached image, rather than the 1939 style which has the letters BSA imprinted in the lower raised section. Lionel 0449 536 233



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ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

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Kiddies Korner

Breaking News: Mr A. Trimmer (aged 36) of Scrims, near Wadding in Kent was reported to have fallen into an upholstery machine whilst handling his weft & warp. The Ambulance Service was there in a zip and he is reported to have fully recovered.

My wife was bored today, so she decided to change the wrappers around on the chocolates in a box of Celebrations. She forgot to tell me and later today it wasn't long before I really got my Snickers in a Twix!

Just paid \$35 for a 5 km taxi ride to the launderette. I feel like I've been taken to the cleaners.

Does anybody know if Capt Hook was the first sailor to sail around the world single-handed?

"Your underwear is much too tight and very revealing," I said to my wife. She said, "Wear your own then."

Anyone remember the ad I put on here for a chiropractor, about a week back?

I caught my son chewing on electrical cords. I had to ground him. He's doing better currently and now conducting himself properly.

My brother took going to jail really badly. He refused food, drinks. He spat and swore at anyone who came near him and started throwing things everywhere. After that we NEVER played Monopoly again.

Why is it? If you scream in a library, then everyone looks and tells you to sssshhhhhh. Scream on a plane and everyone will join in....

The jumper I got for Christmas kept picking up static electricity so I took it back to the shop and exchanged it for another one free of charge. I was ecstatic!

I'm getting bored of hearing these Olympic athletes say .. 'how much work they've put in and the sacrifices they've made.' What do they want a medal?

My wife and I had a big argument last night. She called me gullible and financially irresponsible... wait until she hears I've won the Nigerian lottery!

I'm puzzled by the strange gifts I received for Christmas this year. I got a calculator, an abacus and an electric razor. Something doesn't add up.....

Truck load of Brillo Pads stolen, Police say they are scouring the area.

If a dentist wins a competition for the best teeth cleaning, does he get a plaque??

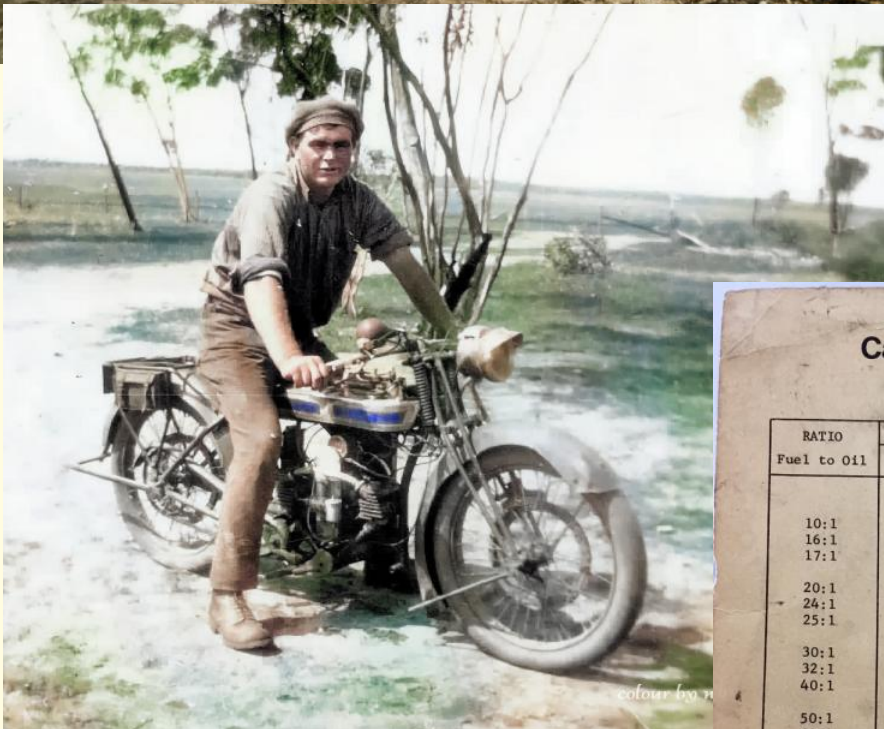
I hate people who use the same word twice in a sentence!
....enough is enough!





Left: this is a good shot for the Albany crew to ponder - Frenchman's bay Road in 1935.

Below left: A Douglas in the 20s at Korbelt in the wheatbelt near Bruce Rock.



Source pics supplied by Barry Hardman, colourised by Murray Barnard.

Castrol Australia Pty Limited

TWO STROKE LUBRICANT MIXING TABLE

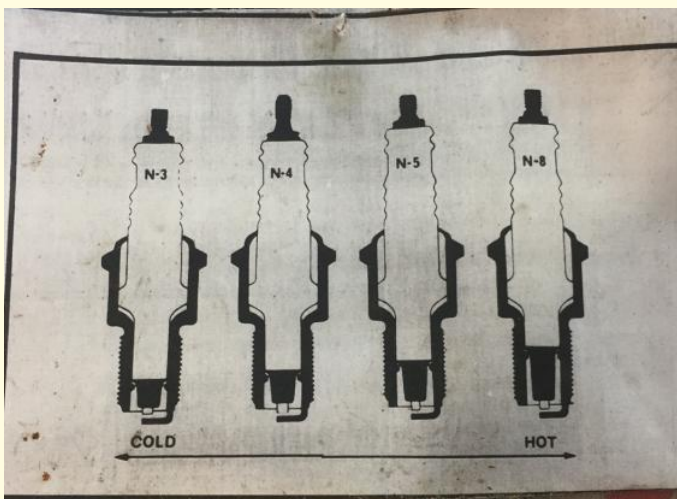
RATIO Fuel to Oil	AMOUNT OF FUEL REQUIRED				
	1 l	5 l	20 l	60 l	205 l
	Add this amount of oil to volume of fuel above				
10:1	100 ml	500 ml	2000 ml	6000 ml	20.5 l
16:1	63	313	1250	3750	12.8
17:1	59	294	1175	3530	12.1
20:1	50	250	1000	3000	10.25
24:1	42	208	833	2500	8.54
25:1	40	200	800	2400	8.2
30:1	33	165	660	2000	6.77
32:1	31	156	625	1875	6.4
40:1	25	125	500	1800	5.15
50:1	20	100	400	1200	4.1
60:1	17	84	333	1000	3.4
70:1	14.5	71	286	857	2.93

* Measure in millilitres = ml or litres = l

Example: To make 60 litres of fuel/oil mixture at a ratio of 30:1 --
Select Ratio of 30:1 from left-hand column. Move across this line to column headed 60 litres. Read off 1980 millilitres of oil to be mixed into fuel.

This table is for use with Castrol two stroke lubricants only.

Air Cooled Motors	Water Cooled Motors
Castrol Super TT -- High Performance Two Stroke Oil	Castrol Super Outboard Oil



Ken Vincent dug these charts out and thought it worth sharing. The plug chart to the left is for Champion plugs. Note the plug chart is not universal, NGK plugs for example are the reverse, e.g. for NGK 10 is cold and 7 is hotter.

Vintage Motorcycle Club of Western Australia

Old Iron

Classic Motorcycle Show & Swap Meet

**Cannington Showgrounds
cnr Albany H'way &
Station St**

**Buyers entry
8am to Noon**

**Sellers
7am entry**

21 March 2021



Celebrating 100 years of Moto Guzzi 1921-2021

More details at vmccwa.com/classic



Main picture is Richard Argus, at Ora Banda Station, his childhood home. Richard is on his 1951 BSA This bike was purchased new by his Father (inset), who is pictured on the new machine. This machine has been in Richard's family for 70 years.



VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

MAY 2024



Club Contacts - the people who keep the place ticking over

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis – 0488915103 les@dgas.com.au

Deputy Chair: Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550

secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

Communication/Assistant Secretary: Murray Barnard – 0434215665 cobrat500@gmail.com

Events Coordinator: Stephen Hills – 0413678604
steve.mag@icloud.com

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Jeff Sanders - sti22b@live.com.au Ph. 0411750767

George Loverock - loverock5590@hotmail.com

WEB & PUBLISHING TEAM

Webmaster, Chatter Editor, Publisher: Murray Barnard – 0434215665 cobrat500@gmail.com

Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benner@iinet.net.au)

TECHNICAL OFFICERS

Registrar: Lat Fuller registrar@vmccwa.com 0468310215

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website @ vmccwa.com. Ring a dating officer for assistance if you can't use the web.

Dating Officer: Pre 1931: Michael Rock – 0437999009
(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103 les@dgas.com.au or Jeff Sanders - sti22b@live.com.au 0411750767

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:
Keith Weller – Bushmead – 92742476,

Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Les Vogiatzakis – Dianella – 0488915103,

Murray Barnard – Roleystone- 0434215665

Hans van Leeuwen – Mount Nasura - 0419921693

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany 0428996334

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863
membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563
sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday – 0411358428

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary Pre31: Art Woldan 93303264, Treasurer: Jeff Sanders Ph. 0411750767, fees payable to BSB 036-087 Acc 778468, Meet every 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604 steve.mag@icloud.com, Treasurer: Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc 0260192. Facebook : facebook.com/groups/vmccwapost70

Meetings are held on the 3rd Monday of each month. 7.30 pm - check with Stephen Hills re location

ALBANY SECTION: Chair: Paul Armstrong – 0417051378 (patnpaul2016@gmail.com), Albany Section Secretary: Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and post, you need to & then message web admin).

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 10th of each month.

BASIC PRINCIPLES: The Club exists for ALL members. As such, approved events will be advised in advance to all members through the Chatter. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Front cover: Old Iron 21-03-21

Back cover: Old Iron Guzzi Display - pic by Jim McGregor



OLD IRON: Big thanks to everyone who made Old Iron a success. Lot of work goes into this to promote the Club and motorcycling in general. We had help from the Machinery Preservation Club and various Moto Guzzi groups to make for a great spectacle. The Show would not work for us without members making the effort to display their machines. We had an excellent spread of Club machines ranging from 1910 to 1994. The weekend was hot and tiring and our thanks also go to the many volunteers helping with the gates, catering and the main exhibition halls. Now the work starts on Old Iron 2022!

404 and C4C: The submission by the Club to the government, asking why the provisions for 404 were subject to radical change as C4C was introduced, received only a stock reply. As Les advised, at the March Monthly Meeting, the CMC will take the matter forward to Government seeking to minimise any impact on 404. Already the government has deferred action for 12 months and acknowledged the potential admin burden on volunteer Clubs. Department of Transport is considering introducing logbooks as an option. They seem committed to changing access to 404 to 60 days Club use and 30 days Personal use. Les will keep us informed.

Next Chatter: the next Chatter will be the July issue, which will be issued mid-June 21. Cut-off for submissions is 10 June 21.

Parts Store: Monday mornings are now a hive of activity and gossip with the parts store and library being open. With the weekly runs to Two Rocks and Pickering Brook the Club calendar is pretty busy. Kudos to Keith and Chas who have been sorting the horde of BSA and other parts out ready for sale to Club members. It is a massive task and will take some still. It has been an even more exacting task in the recent hot and humid weather. George Loverock has pitched in to help as well tagging items as they are identified.

M20s for sale by ballot: the following 2 M20s, which were displayed at the Old Iron Classic Motorcycle Show, are for sale by ballot. The set price for the machines is \$4,000 each. They are only for sale to financial club members. To bid for a machine please lodge an expression of your interest with the Secretary or at the Parts Store with Keith or Chas by 1 June 2021. Please ensure your interest is captured in writing. The successful applicants will be drawn at the 2 June 2021 Monthly meeting. Please attend the meeting if you can. The machines are sold "as is." They require restoration/renovation to be serviceable on the road. They are unlicensed. Machines are for sale to financial Club members only and the expectation is that they will be purchased in good faith,, to remain in the Club and not for resale.





WELFARE REPORT by Adrian White

Vale Ken Wiggins: Sad to report the death of Ken Wiggins, on February 3rd, 2021. His health had been fragile for quite some time. Ken was a valued, long term member of our Club, and rode a couple of mid-sized Hondas, plus an early Norton. Always easy to be with, motor mechanic Ken will long be remembered as the donor, to the Club, of the Castrol oil dispensing unit on display in the parts store. Our condolences to his family. He will be missed. Rest in peace, Ken.

Vale David Moore: David, member #328, sadly, lost his one sided battle with multiple cancers on February 5th, 2021. He leaves wife Terri, and daughter Michelle, to whom we offer our deepest condolences. He was seventy-eight. David rode just one bike as a very active member of our Club, a black B.S.A. A 10, distinguishable by it's sheepskin seat cover. His patient riding style saw him win his class numerous times, in the Busselton Two-Day. A carpenter by trade, David worked building caravans, during which time, he built one for the family. This van took them round Australia, truly the trip of a lifetime. Enjoying retirement, he began restoring that van, but sadly, only managed to complete only about half that labour of love. David was an amiable and popular Club member. He will be much missed, Rest In Peace, mate.

Vale Mary Patricia Johnson: Our heartfelt condolences go out to Allen, Deborah, Gary and David, husband and children of their beloved Mary. Mary had suffered poor health for quite some time, now, in no more pain. She always supported Allen in his activities with our Club, and will forever be remembered for the delightful spread of food she and family prepared for the finish of Allen's annual Hills Ride. Those days were the very essence of Club camaraderie, a good ride, and socialising over nice food. Rest In Peace, Mary.

Bushfire Safety: Spare a thought here for the welfare of #1573 Lloyd Redstone. While the rest of us were carrying on with our lives, thankful we weren't in the path of the recent raging bushfire, Lloyd and his volunteer firefighter mates were confronting that terrifying monster. Day after day, they fronted up, increasingly exhausted, to fight for the lives, animals and property of people who have had to flee to safety. Finally, they won, but at huge cost. Hard to imagine how they'd feel, sure, they won, no one died, but eighty-six families lost everything. THANK YOU FROM THE BOTTOM OF OUR HEARTS! You are truly heroes. Lloyd and his mate #1611 Ray Oliver (now retired) have been volunteers for thirty years. Lloyd gained invaluable experience in a trip round Australia. In each suitable place they stayed, he sought out and served with the local brigade, gaining knowledge in many situations, which to this day stands him in good stead. He is a Lieutenant, in charge of a crew of up to eight. He's had higher positions, but the politics involved don't sit well with him. If you meet him, you'll guess this. His pet hates - horse owners who don't plan for disaster, who don't have a float to evacuate their animal. Also, folk who don't don appropriate clothing as a fire approaches. Surely it's not hard - full cover shoes or boots, full cover overalls, or any combination that fully covers you. Wool doesn't burn easily. Cover your head and hands. Look after your kids. Lloyd was incensed to see, at one local fire, a toddler in only a nappy, with uncontrolled fire just over the road. If you have any need for advice about fire safety and preparedness, Lloyd is prepared to visit and advise you. Phone. 0438 519 764

Snippets: Club stalwarts #207 Ron and Trish Chave, no longer able to ride, have sold all their bikes and will now sell their house. They plan to move to a smaller place, close to their children. We hope the move goes well. Both are suffering the effects of getting older.

Long term members #77 Spencer and Joyce Sheffield, also experiencing age related problems have moved to Geraldton, to be nearer their family. We wish them well.

Albany member Bernie Wolfe is fighting prostate cancer. He's undergone radiotherapy, and now must wait to discover whether the cancer has escaped. This is along, harrowing wait. We wish Bernie and his family well, hoping for the right result.

May Makin, the world's best back up driver, widow of founder member Barry, has dementia, and has moved to Newman, in the care of daughter Michelle. Michelle advises May has the usual early stage symptoms, and is still quite able to live a relatively normal life. She can be reached by mobile phone, if she's remembered to charge it, and where she left it!

David Moore has had part of his foot removed, to improve circulatory problems. We very much hope this has the desired result.

Long term member, #60, Alan Annear, recently suffered a stroke and doesn't expect to ride again. The stroke was not too severe, and hopes are high for a good recovery. Good luck Alan!

Clive Glands has sold all his bikes and gear, and has converted his workshop to a studio. Apparently he was a promising art student, and intends to pursue this. He's in the best frame of mind he's been for a long time, so we await the first masterpiece! Bring it on, Clive.

Michael Rock has injured his back, trying solo to move that which requires two people. Very painful, we wish you well Rocky.

Club Events Calendar - Stephen Hills



PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: (Regular weekly events) :

Southern suburbs - 10am Thursdays - Meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook.

Northern suburbs - 10am Wednesday - Meet at Pickled Herring Cafe, Two Rocks Shopping Centre.

2021 Approved Club Events - **Note:** key Club events are held on the 3rd Sunday of each month as much as possible.

April 18 - Chittering Run: Chittering Run Sunday 18th April. Meet at Caltex S/Stn, Toodyay Rd, Stratton 9.00 am for 9.30 start. Ride through Gidgegannup , Toodyay and the Chittering Valley to The Orange Grove Cafe for refreshments. Make your own way home from here or return via Gt Northern Hwy to the start point with the back up vehicle. Contact Steve Hills 0413678604.

May 16 - Cafe Hop: Meet at Northside Cafe, Northside Drive ,Hillarys Marina 9.00 am for 9.30 start. Ride up the coast to Yanchep Lagoon Cafe. After a caffeine fix continue on around the back of Wanneroo Raceway to Leapfrogs Cafe For refreshments. Back up will be provided. Contact Steve Hills 0413678604. **Note:** Northside Cafe is closed so no caffeine here.

June 20 - Peter Groucott Ride - Bullcreek Aviation Museum - Start point - Wattle Grove Clubrooms. 9.30am for a 10.00am start. Contact Steve Hills 0413678604

July 18 - Social Ride

August 15 - Keith's Soirée

September 18/19 - Gypsy Tour to Albany & Denmark: the Gypsy Tour for 2021 will be a combined event with the Albany Section of the VMCCWA. On Saturday 18 Sep 21 there will be social ride in the Denmark area to vineyards/cheese factories etc. On the Sunday we will meet up with the Albany Section to ride with them and participate in a free BBQ at their clubrooms. WA is experiencing very strong bookings for accommodation in tourist areas. I suggest you book now for accommodation in the Denmark/Albany area. The base for the Gypsy Tour will be the Denmark Ocean beach Caravan park. A block booking reservation for the period 17/18/19 Sep 2021 has been made at the Big4 Caravan park at Denmark but accommodation is at a premium already. To book and receive a 10% discount ring Big4 Denmark and advise them you are with the VMCCWA. They are very busy so don't delay. You can book online but it is best to speak to them to advise you are from the VMCCWA - Phone 1800 641 122 or 08 9848 1105. Failing this you may have to book into B&Bs or the Hotel/Motel but don't delay.



October 17 - WA TT (York)

November 21 - Dam Early Run

December 4/5 - Orabandon (Kalgoorlie)

December 26 - Boxing Day Breakfast

Pre31 Section

ROARING TWENTIES RUN: 1 - 2 MAY 2021 - For pre 1931 bikes only. The run starts and finishes at Boyanup with a overnight stop at Nannup. Book your own accommodation at hotel - a.s.a.p ! Limited rooms mention VMCCWA - ph Nannup hotel 9756 1080. Contact - Ken Vincent 9293 2093 0439 294 366

Pre 31's Beverley Run - September 4-5

Two Rocks

Some snaps from the weekly social meet at Two Rocks - 10am Wednesdays



Bean to Brook

Some snaps from the weekly Bean 2 Brook social meet at Pickering Valley - 10am Thursdays



Albany Section

ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. **NOTE** Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

Date	Club Runs & Events	Trailer backup
April 11	Robins Sidecar Run (Solos also welcome)	Required
May 9	Northy's Run	Required
Jun 13	Andy's Run	Required
Jul 11	Ian's hilltop Run	Required
Sep 12	Kevin's Spring Rally	Bill Morrell
Sep 19	Gypsy Tour	Required
Oct 10	TBA	TBA
Nov 14	Deceased Riders Memorial Run	Required
Dec 11	Christmas Charity Run	Not required
Dec 12	Christmas Tree Run	Required

PLEASE NOTE, Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the section for club events. Members requiring use of the trailer must first get authorisation from a section committee member before going to pick up the trailer.

Andy gets the Albany section in hot water: Andy Duncan recently organised the purchase of a hot water system, and with the assistance of Bernie, Lynton and Ron, they installed it at the Chalet. Thanks to them we now have the luxury of running hot water.

General meeting minutes of the VMCC Albany section 011/02/2021

The meeting was opened by Paul Armstrong at 7-35. There were 8 members present, 2 apologies, and 0 visitors. The minutes of the previous meeting were read, and accepted by Andy Duncan 2nd Bill Morrell.

Business arising: Paul read a letter he sent to the Police Department regarding the 2021 Charity Run, requesting Police assistance, no reply as yet. Paul informed the meeting that The Cambodia run had been postponed to March due to Ian's unavailability, and Lloyd's run will take its place. Paul informed the meeting that the Chalet hot water system has been installed. Correspondence was read, and accepted, by Lou Anderson 2nd Jens Gylling. Treasurers report as tabled by Kevin Palfrey and read in his absence by Paul Armstrong, accepted by Jens Gylling 2nd Andy Duncan. Librarians report on New books in stock. Property Managers report. New hot water system installed. Storm water leaked into Chalet during the recent storm, Bernie will fit flashing as required to cure the problem.

General Business: Paul gave an update on the Cambodia Charity run in March. Lloyd's run now on in February, Bernie to provide backup. Outstanding Service award to be presented to John and Shirley Northcott at the Chalet after Lloyd's run. Lou Anderson moved that we issue cheques to Bernie Wolfe and Andy Duncan as repayment of expenses for the new hot water system 2nd Bill Morrell, passed on a unanimous show of hands. (receipts were viewed prior to issue of the cheques). Paul suggested forming a small committee to organise the 2021 combined Gypsy Tour and Kevin's Spring Rally. Secretary to send a thank you card to Sharon and Sinead at Nippers for opening the Cafe especially for us on our Wednesday run. Meeting closed at 8-31pm.

Lloyd's Run - 14 February 2021: While Perth was heading to its usual summer temperature of 37C, Albany was also heading to its usual summer temperature of 25C; just lovely, if a little humid, and no lockdowns or masks either! Accordingly we had 20+ bikes bring their riders to the Old Gaol, sitting quietly while their owners engaged in social intercourse and Lloyd handed out the first of his raffle tickets. Eventually both the bikes and their riders agreed to head off. Err, well one bike, our road captain's Ariel, didn't agree. After entertaining the crowd (who offered plenty of advice) the bike started and away we went! First stop (and 2nd raffle ticket) was the boat ramp parking on The Esplanade on Oyster Harbour; a nice location, for 5 minutes. That being settled, it was out to Nanarup Beach carpark for a 30 minute break, BYO morning tea and a 3rd raffle ticket; and of course, lots more socializing. At the end of morning tea all headed off to Bakers Junction for another 5 minute break to collect a 4th raffle ticket from Lloyd. His obstinate Ariel, of course, kept on doing its thing; eventually needing a push start to convince it to fire up and head to the Clubhouse for a BYO lunch and a 5th raffle ticket. The noise level at the Clubhouse reduced temporarily as everyone tucked into their lunches but soon resumed as Lloyd drew out the raffle prizes. In the end Bill Morrell, Chris Penny, Paul Armstrong and Manfred Feichtinger had smiles on their faces. There was to be a prize for the hard luck rider but as our bikes were all better behaved than Lloyd's obstinate Ariel, he diverted the prize to a long - missing Jim Robertson. Jim is now able to ride his BSA outfit courtesy of an electric starter he's fitted; welcome back Jim.

Albany Section

Speaking of starters, we had 5 kick starters: 4 British and a Honda CB 125 out of 25 bikes. As it's been said before - the times they are a-changing. The average age of our "fleet" of bikes is decreasing, unlike our riders; plus the era of the Japanese is moving through our Club. (remember the Honda CB 750? It launched over 50 years ago, that's right 1969!) As a result Ed (thank you) on back up, didn't get any customers; in fact we have rarely had bikes fall by the wayside in recent months. The best part of the ride was kept 'til last: To honour John and Cheryl Northcott with an OUTSTANDING SERVICE AWARD in recognition, by their peers, of their many years of contributing to this Club & Section. Congratulations to you both and we hope to share your company long into the future. *Bernie*



While life membership of the Vintage motorcycle of Western Australia is the ultimate reward for a hard working, loyal and active member out of approximately six hundred members according to our constitution there can only be twenty life members at any one time, the Albany section has three life members. About three or four years ago we decided to honour some of the Albany section long time active and reliable members, with a certificate and an outstanding member badge, so far two have been presented to Kevin Palfrey and Bob Shanks for outstanding service within the Albany section. Today we honour two more members - John and Cheryl Northcott.



Starting with Cheryl, a great secretary of the Albany section for about four years, also sits on the Chalet Committee, a de facto part of the Albany section running the Chalet, supports John in all club activities, selling charity run badges, catering and helping in section functions, preparing the Christmas tree helping out Santa, working with John on their annual club run, on which everything is provided for lunch, complete with raffle prizes a truly outstanding member. John, a man I have known as a child of about fourteen, riding motorcycles around Robinson Estate as kids, a 350 Ariel not unlike the one I'm riding today, he has been on committees, working bees, backup duties, organizes club runs, always one of the first to help and assist other members even taking his own time to come and fetch broken down motorcycles. Hew has raced across Australia and Great Britain, sometimes in assisting me as we get older I have to lend him my glasses for John to see, which also means that I can't, talk about the blind leading the blind. In all a fine couple devoted to the section and its members, well deserved in joining our other outstanding members. WELL DONE. *Address given by Paul Armstrong*

Albany Section

General meeting minutes of the VMCC Albany section 04/03/2021

The meeting was opened by Paul Armstrong at 7-30. There were 12 members present, 1 apology, and 0 visitors. The minutes of the previous meeting were read, and accepted by Lynton Morgan 2nd Bernie Wolfe.

Business arising: Paul thanked Lloyd and gave a review of his run. Paul gave an update on the new hot water system. Paul read a letter he sent to the Police department requesting assistance with the Christmas Charity run. Bernie has fitted flashing to the chalet to stop water leaking in. Correspondence was read, and accepted, by Bill Morrell 2nd Chris Prescott. Treasurers report as tabled by Kevin Palfrey and read in his absence by Paul Armstrong, accepted by Bernie Wolfe 2nd Ian Redman. Librarians report. Nil. Property Managers report. Nil

General Business: Paul gave details of Robins sidecar run, Bernie to provide backup. Secretary to prepare a form to record backup trailer volunteers. Paul and Ian Redman gave details of modified Cambodia Charity run in March, Ian to provide backup. John Northcott to be road captain. Paul then presented a cheque for \$300 to Ian Redman for the Cambodia Charity. Paul gave details of Montys Leap as a potential coffee run venue, and will contact them to see if the venue is available to us. Bill Morrell moved that Paul get a name plate made with John and Sheryl Northcott's names for the Outstanding Service Award shield. 2nd Ron Hawkins. Paul arranged the forming of a committee to organise our section's part of the Gypsy Tour. Members to be, John Northcott, John Banks and Ian Redman.

Signed: Paul Armstrong Chair

March 14 2021 - Section Run was the *Flourish Cambodia* charity run organised by Ian, about sixteen riders taking part and two sidecars, sadly one got a ride home on the backup trailer. A slow ride for small capacity bikes, but a great ride, great scenery great company, smoko at Lower King Bridge and lunch at the Chalet. Big shout out to Ian for organising the run and also for doing backup. The total raised for donation to Flourish Cambodia was \$650.00. Well done to all who donated! Prize winners were Merv, John and Ed.



Albany Section

General meeting minutes of the VMCC Albany section 01/04/2021

The meeting was opened by Paul Armstrong at 7-42. There were 10 members present, 4 apology, and 0 visitors. The minutes of the previous meeting were read & accepted by Jens Gylling, 2nd Bill Morrell.

Business arising: Paul thanked Ian for his run and announced the amount of money raised. Paul discussed Northy and Cheryl's award. Paul announced that the Police will support the 2021 Christmas Charity Ride. The flashing around the Chalet door has been done by Bernie. Correspondence was read, and accepted, by Ian Redman 2nd Andy Duncan. Treasurers report as tabled by Kevin Palfrey and read in his absence by Paul Armstrong, accepted by Robin Webb 2nd Arthur Wust. Librarians report: Steve Decker has donated motorcycle magazines to the section. Property Managers report. Nil. Machine scrutineers report: David Beeck and Manfred Feichtinger have each had a club bike registered.

General Business: Paul gave details of Robins sidecar run. Paul mentioned Northys May club run, details pending, Lynton will provide trailer backup. Paul announced that Andy will provide the June club run, and Ian the July club run. Roger Bittner moved that the section present a framed diploma to Sharon and staff at Nippers for their outstanding hospitality to our section. Accepted by Andy Duncan 2nd Arthur Wust, passed on a unanimous show of hands, Paul will organise the diploma and Ian Redman volunteered to provide a frame. Kevin will put his Spring Rally on the weekend before The Gypsy Tour. Andy Duncan will check access to Two Peoples Bay for the deceased Riders Run. Meeting closed at 8-22pm.

Monthly Meeting Minutes

Minutes of the VMCCWA MONTHLY MEETING – 3rd March 2021

Held at Wattle Grove commencing at 8:01 pm

Chairman: Les Vogiatzakis, Secretary: Neil Freeman (acting), Treasurer: Jim Douglas.

Apologies: Richard Argus, George Loverock - Members attending: 61

1. - Microphone Usher: - Rob Rowe

2. - Visitors: Johnny Rotten (z900), Garry Heston

3 - Welfare report - *Adrian White*

Three deaths to report: Ken Wiggins, long standing keen member (although not seen for some time), he was over 90. David Moore, used to ride a BSA A10 & Mary Johnson, who organised the Hills Run

A card was sent to May Makin who is suffering from dementia. Alan Annear, a Velocette rider suffered a stroke but is recovering. Spencer and Joyce Sheffield have moved to Geraldton.

4. –New Members applications - *Mario Cudini*

Total renewals to date for 2021 is 487. New membership approvals (by the committee) for the month of Feb are 5.

5. – Chairman's Report – It has been an eventful time with the changes for modified vehicles being progressed by the DoT. We did receive a response from the Minister's office, and almost identical to the "Dear John" generic response letters received by all. Letter read out. The pressure from all who provided comment has had an impact! The machinations to review 404 licensing are still in the background pending the State election. Further review has been postponed until April 2022, due to the scheduled election and the amount of feedback allocated. The current minister's movement for C4C will still progress, and unrelated to us. More to follow in the CMC report. We have had committee and member discussions regarding this evening's ballot, and the procurement of bikes or parts from the parts store direct or via the Club processes like tonight's ballot. I want to remind everyone that access to the parts store, the bikes and equipment, including those for ballot tonight, and the books and data available in our library are for the benefit of our members only. We have access to these areas to maximise the benefits to our members and we are not interested in bike builders or modifiers keen to flip bikes to make a quick buck off the backs and efforts of our Club members and hard working volunteers. Also, a very big thank you to Chas and Keith for the amount of effort and skill applied to progress these fine machines for ballot. They were not alone, but the amount of time spent by Chas and Keith have been significant. Finally, a reminder about the Old Iron show and swap meet on 21 March 2021 at Cannington Showgrounds. There is less than 2 weeks left! To display a machine and to get into the grounds free you need to register your interest with Murray. A list of registered members will be provided at the gate. If you're not registered, you will be parking outside in the carpark and paying to get in. We already have 130 bikes registered, and it's looking good. Many of you registered for the Show last year and a board has been already prepared for you, but please register with Murray to help make this show a success for the Club and easier for the gate Volunteers. Don't turn up on the day and expect to get in free if you haven't registered. You will have to pay. Thanks to the many members who have already registered and also the many volunteers.

6. – Secretary's Report - *Richard Argus*

Expressions of Interest in Ballot for Motorcycles – The ballot will be drawn at the March GM. We have received five expressions of interest in the A10 outfit, and four for the M21 outfit.

inwards Correspondence

Minister for Transport & Planning (Richard Farrell; Special Advisor) – response to our letter, He advised the new C4C scheme will be introduced on 16 April 2021 and the formalisation of usage and reporting requirements for existing concession holders will be deferred until April 2022.

CMCWA – Neville Horner – Minutes of CMC GM (Feb 2021), plus copy of letter from Minister of Transport re ode 404 changes.

CMCWA – Neville Horner – Comparison of state concessional licensing systems.

SP33650 - UNIT 1 /4 SHED PROJECT: revised drawing of building frontage provided.

Email from Bob Wise, Chairman of the Military Vehicle section of the Vintage Car Club WA.: - the Museum is planning a “Night at the Museum” event on the nights of the 16 & 17 April and the Museum has requested some military vehicles to attend the event. VMCCWA members invited to participate.

ESM Strata (Belinda Pfister): quote for the gate and the fence installation proposed for the property. (\$13,000)

VCC (Alex Kirkwood); arrangements made for installation of fans in library; now completed.

Steve Bell; donating tools from his late father’s collection. These were collected by Steve Hills; stored in Maddington unit.

Peter Katsambanis (Liberal MLA for Hillarys): response re proposed 404 changes; best described as neutral.

Outwards Correspondence

VCC (Alex Kirkwood) - installation of fans in library; now completed.

Tony Meyrick – Letter of appreciation for donation of literature re 1926 – 1927 Harley ride Perth -Sydney.

7. - Finance Report - Jim Douglas

Ballot for Two BSA outfits – seven entries for each

(a) A10 outfit – won by Graham Bates (*subsequently withdrew*)

(b) M21 outfit- won by Hayse Van Nus

Two BSA M20 project bikes will be balloted next at \$4,000 each.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - *Murray Barnard; Communications Officer*

Next Chatter will be in April.

Old Iron have created nearly 60 new display boards.

8.2 Library report *Ken Vincent, Librarian*

New fans have been installed.

Various new BSA and MZ books.

Call for anyone going to Albany to assist with deliveries.

8.3 Spares report: *Keith Weller, Spares*

Continuing to sort the bikes and parts from the large purchase. Two BSA M20 project bikes are ready for the next ballot and will be displayed at the Old Iron.

Plenty of oil!

8.4 Registrar’s Report: *Lat Fuller*

Since the last report in January the following activity (or lack of) has (or hasn’t) taken place

New 404 Registration

Moto Guzzi GTV owned by Martin Softly.

Transfer from full license to 404

BMW owned by Lionel Hall

Triumph T150 owned by Rhona Finnigan

8.5 CMC Member Representative: *Les Vogiatzakis - CMC has had a hard time. They are still clear that they do not support C4C and that 404 is their priority. It is progressing via the DoT and the CMC sub-committee will continue with the DoT in due course.*

9 Events Coordinator: Stephen Hills

9.1 Events Past - Chairman’s meet and greet, good turnout including all the committee.

Roley TT ride completed with a sausage sizzle using the events trailer, unfortunately no tea and coffee because of the disturbance to cricket! Pre-31 had 15 bikes with 25 in attendance.

9.2 Events Future - March 21 – Old Iron more bikes and helpers welcome. April 18 – Chattering run. May 1 - This year marks the 10th anniversary of the Roaring Twenties. Entries are encouraged by completing the entry form. A request noted to vary the events (currently 3rd Sunday of every month) to cater for fly-in/fly-out workers.

10 Regalia Report: *Andrew Hobday* - All running well

11. – General Business.

Question will there be bikes started at the Old Iron? Show of hands resulted in 3 indicating that they would be happy to start their bikes. This will need to be done outside of the main hall.

May Makin incorrectly spelled in the March Chatter – to be corrected in the official records.

Meeting closed at 9:05 pm.

Roleystone TT - 21 Feb 2021

Great weather and a good turnout for the Roleystone TT. A big crowd gathered at Keith's for the drop of the starter's flag and some stalwarts turned out including Colin Tie, Bruce Kirk, Don Price and Barry White. We waited for Alan Cathcart, but, Immigration said they weren't allowing anyone from Britain in, something about Brexit, Boris Johnson & Covid19, they mumbled. We headed off through the Hills but had to avoid a number of roads due to the cyclists having an event on, we still managed a few good twisties and enjoyed the run down Canning Mills Road. A few got lost, Bruce on his postie bike headed off the wrong way near Xanthorea Nursery and Barry White took the long way via Hovea, of all places! Regardless everyone seemed to make it to too Rushton Park in Kelmscott which a pleasant shady post to avoid the heat of the sun. We could pretend we were somewhere in the New Forest with a cricket game on the village green as well. We couldn't run the generator on the club trailer to make a hot cuppa as it disturbed the game apparently. We managed well enough with cold water from the esky which was more suited to the day anyway. Much credit to Stephen Hills for bringing the club trailer and sausage sizzle supplies as well and for setting up the barbie. Ably assisted by Colin Hankinson who handled his tongs with aplomb. Thanks also to Eric Gibbons for providing backup, although he fortunately had no customers. Less fortunate was Rob Rowe who had a bit of a get-off on the way home when he struck a curb. Only a little bit of damage to the Kawasaki and Rob thank goodness. *Pics by Murray Barnard & Chris Davis*



Roleystone TT - 21 Feb 2021



Roleystone TT - 21 Feb 2021



Old Forkers

Pre 31 Section held a run and display of machines on 28 Feb 21. Gary Tenardi brought along his AJS & took control of the BBQ. Jeff Sanders brought out the lovely ex Paul Armstrong Ariel for everyone to see. *Pics by Jim McGregor*



Old Iron Swap Meet & Motorcycle Display

Old Iron has been an unqualified success, if the measure of success is the number of machines on display, number of people through the gate, number of swap meet stalls, number of helpers and volunteers and amount of food sold. But in less tangible ways the Show was a great success because of great teamwork, shared vision, coordination, enthusiasm of members and the positive publicity for the Club and motorcycling in general. There were around 150 machines on display and 1 in 5 machines were Moto Guzzis participating in the 100 year celebrations of the marque. Around 90 machines were on display in the main exhibition hall supported by information boards for the public to view and understand what machine they were looking at. In the small exhibition hall, Ken Vincent and the Pre31 Section did a fabulous job building a period display to highlight the Club display of pre 1948 machines on show. The Club membership stand attracted applications for membership and the Machinery Preservation Club provided noise and atmosphere to complement the motorcycle displays. *Wide angle photos by Colin Hankinson*





OLD IRON 2021

Pics by Murray Barnard







Trophy winners below: Pre 31: Jeff Lindley - 1923 Beardmore Precision & 1931 - 1950: Barry O'Byrne - 1936 D-Special Levis.



Show trophy winners: 1951 - 1970: George Loverock - 1958 BSA 650 A10 & Post 70: Robert Young - 1990 Kawasaki ZXR 750 H2



Show trophy winners: Moto Guzzi: Phillip Melvin - 1952 500 Falcone & People's Choice: Nick Gye - 1990 Alchemy 900 SV-1



Thanks to everyone who made the show a success. It was difficult to get a complete list of everyone to thank, so apologies to anyone missed off the list: Firstly thanks to the members who displayed their machines. Without the bikes there would be no Classic Motorcycle Show. The Club Display stretched over both halls and made for a great spectacle. Thanks to volunteers who put in time to ensure the Show ran smoothly, the Gate Team, the Ground Control, Chris with the drink trolley, the Exhibition Hall door keepers, Mario on the membership table, Ken & crew setting up a Pre31 display. Also being the 100 year anniversary members of the Guzzi fraternity brought their machines to celebrate. Of course there was also a lot of pre Show preparation and coordination, purchasing of supplies, design and printing of signs and display boards, promotion and distribution of posters, website development, Facebook sites, trade stall, coffee stall, icecream stall, trophies, prizes, hall set-up, banners, handouts, registration of machines and volunteers, picking up equipment and its return - a lot of backroom work before and on the day - this was coordinated and delivered by the Committee who worked long and hard to make this a Show the Club can be proud of.



Above: Post 70 Section ran a popular & successful sausage sizzle during the morning. *Photo by Terry Sansbury.*

Below: What a team - Lead by Flo Barnett, the Canteen ladies provided a great service and were still smiling by the end of the day. Great job & much appreciated. Left to right: Flo Barnett, Kaye Adair, Verna Splatt, Val Loverock, Pip Castell, Melissa Argus, Cathy Cudini & Jacqui Thurgood. *Photo by Chris Davis*



Numb Bums & Oil Leaks - Adrian White

An occasion it's not best to be first. Trials riders are a brave lot, they mightn't spend a lot of time with the throttle nailed but some of the terrain they challenge is truly frightening. One of the Southland clubs was running their annual road trial, riders enjoying a nice ride in good weather, until well out in the country they came to a creek. Not your normal garden variety creek, this one was not very wide but ran in a bed over two metres below them. The boys contemplated the steep sides and uninviting rocky torrent below. There was evidence of a bridge, which had obviously disappeared some time, leaving only a plank to cross. The latter was certainly strong looking and stable but one little mis-step would spell disaster, even recovering bike and rider, without any gear, would be near impossible. Finally, one very experienced rider said something about "never finding out if we don't try!" and he rode across, announcing "that's doable, but not fun!" One more brave gent followed as the rest all stood watching, dreading their turn when suddenly, a scruffy looking farm ute rushed up, out dashed the driver waving his arms and yelling "for heaven's sake don't go over the plank, it's only for me to walk across to check my animals since the bridge washed away in last week's flood!" The only ones not happy with this development were those already across. They made it safely back but conceded it was no easier with practice.

The driver's licence, that seemingly innocuous little card which in fact is right up there with all the milestones (kilometre stones?) in a young person's life - toilet training, walking, starting school and of course puberty, and freedom to come and go as you please. Puberty and the licence rather compliment one another. On the one hand hormones are spreading their wings and going crazy, on the other, provided of course you have access to a car, you now have privacy to be with another and - er - well, talk about hormones. Well done Mother Nature! If you have the good fortune to be starting a driving career on two wheels, you discover the poetry of being in total unison with your machine as body and bike (when you get it just right) carve their harmonious way through a set of bends. That pleasure stays with most riders and is constantly refined, often unknowingly, as more experience passes beneath your wheels. There's something else, too. You become part of what's best described as a loose and totally informal brother and sisterhood, typical of minority groups. Riders frequently acknowledge one another on the road and generally if you're stuck beside the road, the first rider passing by will stop. For me, driving a car was exciting too, but in a much more utilitarian way. Certainly the A to B objective happened but was regarded as more as a task than fun. Of course, had I been able to get my hands on an Aston Martin my view could have changed. Friends with cars didn't understand, and banged on endlessly about the virtues of their choice, particularly after seeing you ride home in the rain or watching you trying to balance a bag of groceries on the tank. Their criticism naturally went into overdrive when a rider was hurt or killed. We had no idea how much anxiety our parents suffered; what goes around comes around with most of us eventually becoming parents and finding out first hand. The unbeatable trump card was in matters of courtship. It was far more enjoyable viewing the city lights from King's Park tucked up within the private confines of a car - a motor cycle on the stand just couldn't compete. Lucky types had access to the family car.

Like many of my age at the time, I had no idea of the ramifications of riding unlicensed, and this I did for quite a long time. Why bother when you could ride adequately and mostly follow the road rules apart from a bit of speeding? No one I knew insured their machine, mostly the bikes were of low value, as was mine, and the really tricky issue of Third Party sounded like last Saturday night. My parents knew nothing of this, never having even driven a car, so no help there. The odd time the Law asked for your licence resulted in being told to show it at the Police Station within seven days, an instruction which was ignored as there was no follow-up. Obtaining a licence was far less regulated than today. Friend Graham, now in his late seventies, lived in the undeveloped Northwest as a lad. Came his sixteenth birthday he was off to take his test which he passed with flying colours, when the officer asked "have you ever ridden a motorcycle?" "Well, I did ride a scooter round the car park once" replied Graham. "Good enough" said the officer, "I'll give you your motorbike licence too." Fast forward fifty years, Graham and his wife are empty nesters, kids all grown up and doing well so they decide to find out if riding is as much fun as friends have told them. Off to the Harley-Davidson (yes, I know) dealership and they emerge owning two sets of gear and a brand new bike. His licence says he's good to ride but he doesn't know how. A local instructor scored the easiest job ever - 'teach me to ride, don't worry about the licence test'. And yes, those two wheeled friends were right.

Eventually, and for no particular reason, I decided to take the plunge, so I made the appointment at our local Police Station and rode there, on time. First off a bit of paperwork with the bored looking officer, then the oral test. Two questions: what's the speed limit around town and what to do at a stop sign, both correctly answered and it's then off to the road exam. "How did you get here?" asked the officer. "Um, I er, rode here" I told him, suddenly realising the error of my ways. "Unlicensed eh?" he said. "Er, yes, I suppose so" was all I could offer and stood there whilst he contemplated my sins. Finally he told me "OK, we'll let that go for now. Ride up to that next intersection, turn round and come back." He then leaned against the lamppost and examined his nails. Off I went, got to the intersection, all quiet, and in my typical idiot teenage apology for a brain thought "I bet he won't even notice if I don't use a hand signal" so I didn't, though I did use signals back at the start. "Didn't think much of your hand signal up the street" came the observation, followed by a lengthy silence as I searched vainly for something even remotely sensible to say. Finally he said "OK, you'll do. Come on in and we'll get you a licence". That licence came with restrictions, requiring a further test, so I duly attended the Central Police Station in the city. The officer was much more meticulous, asking a good number of questions, all of which I answered correctly so off we went for a ride. On the return leg up the main street I knew I'd done all right so was starting to relax a bit when my shadow on the Norton pulled alongside, telling me to pull over and park. This I did, but noted he'd aimed us onto a bus stop, and stopped just past. Not long after, he again came alongside, waving his arm forward telling me to "get on with it as he needed to get back." We were on the speed limit which I maintained. Licence granted.

Now smugly legal, I duly paid my annual licence renewal fees until one due date when I was rather short on funds. Teenage "brain" kicks in. "Bollocks to it, you've got a licence, why the need to pay?" So I didn't, still totally unaware of the pitfalls of such a path, should things on the road go pear-shaped. By then I'd amassed a few speeding fines and had another pending. All offences were dealt with by a Magistrate's Court and it was suggested I should ensure I had a licence, to allow the beak the pleasure of taking it from me. I fronted up to pay, only to be told "Too late by a few days, you'll have to re-sit your test." No problem! I've had practice. After the usual preamble the officer said "Go round the four avenues circling the city, I'll follow. At some stage I'll pass you, don't follow me as I want to check your emergency stopping." The first three avenues are just a pleasant and well behaved ride, the fourth contains a big whitegoods store on the left. To my great surprise, from the laneway alongside came a furniture truck going far too fast, hurtling over the footpath onto the road in front of me. A washing machine came flying out of the back, landing on the road and smashing spectacularly to pieces. Such machines are obviously not built for that. I pulled up just short of the carnage, the Jawa had good brakes. "Good emergency stop!" observed my examiner, peeling his gloves off finger by finger to better enable him to write out a comprehensive list of sins for the very sheepish looking truck driver. Licence granted. And yes, the beak did give me a lecture finishing with "I'm going to give you a chance; I'm taking your licence for just one month to give you an insight into how a longer suspension would seem, so behave yourself!" That suspension was a favour - this was early December, party season, which we spent drinking whatever we wanted with push bikes for transport. The stupidity of the truck driver puzzled me. I could only guess he'd driven round the back, stolen the washer and was in haste to get away. This was confirmed at a later date.

I'm sure it would surprise no-one to learn this was far from my last brush with the law for going too fast. A young guy on a motorcycle- it was fun, and at times exciting. Even such mundane trips as riding to work, - "I just want to get that off camber corner by the church right, still have to find the best line through the roundabout by the park,". And having acceleration most car drivers can only dream about, you have to show off about that a bit too. Adding to all that there was a patrolman in the city who seemed to harbour an endless grudge against motorcyclists. This I thought to be an urban myth, but I changed my view. Rush hour on Bealey Avenue, a major dual carriageway, traffic was cruising beautifully at five miles an hour over the speed limit, with me enjoying the ride. Cutting in alongside me came a Norton with the ridiculously huge windscreen the police bikes had then. "Pull over" came the order, so I did. "You're speeding!" I was informed. I did agree that this was so, but everyone else was too and I didn't fancy my chances if I tried to hold up the flow of traffic. "Save it for the magistrate!" came the answer as a ticket was thrust into my hand, and off he went. I was angry, so decided I'd attend court for a chance to challenge the infringement- it wasn't compulsory for traffic offences then, they just rubber stamped you with the standard fine. Very nervous, I stated my case to the Magistrate, who seemed to be listening intently. I waited hopefully, but - "you were speeding," BANG went the gavel, "next case!" It all seemed very unfair. Bollocks to them I decided, I just won't pay the bill which arrived in the letterbox. What can they do? Naive as I was, I simply ignored all the follow up mail and got on with life. Case closed! Or so I thought. What 'they' can do of course, is send a large Sergeant of Police to wake your poor mother at six a.m. announcing "I'm here to arrest and jail your eldest son for failing to pay a traffic fine."

What a rude awakening! I woke in typical teenage boy condition so asked the officer, as I didn't wear pyjamas, if I may have a little privacy. Eying the fire escape door at the foot of my bed, though he couldn't know the wooden (!) escape route had long ago succumbed to borer, he agreed saying we needed to trust each other, but brother Roger, asleep in the other bed woke long enough to declare "wouldn't trust the bloody fuzz" or words to that effect and resumed his sleep. The Sergeant retorted with "Right! Out of that bed!" After a quick wash I was led to a black car in the drive. I'll never forget my dear Mother's enormous shocked eyes as I passed her. I suppose you can only hurt or be hurt really by one you love, and I'll never forgive myself for that. At the local police station the cell door closed and was locked, with me inside. I'd told the officer my tale of woe; his expression told me he'd heard at least ten thousand such stories, though he did admit it seemed a bit rough, then gave me breakfast.

I'd always regarded life as an ongoing adventure, still do, and this was just another chapter. I'd no concept of how life in prison might be, assuming it would be a safe environment. That sergeant knew the pitfalls though, and after leaving me for a couple of hours alone and bored, came in and said he didn't like the idea of jailing basically law abiding young men. Prison wasn't a good environment and many emerged from incarceration with a very different, darker outlook on life, and of course a record of such, potentially very detrimental to their future. He suggested maybe I might have a friend who could lend me money, or there may be someone who owed me enough to satisfy the fine, which of course had now grown a bit. One acquaintance did owe me. I had purchased a beautiful set of leather saddle bags, at a bargain price, from a rather shifty guy I didn't know well, but looking at them at home I realised they were far too well made to be so cheap, and concluded they must be stolen. The guy who owed me the money had seen them and said should I wish to sell them, he wanted to buy them. He couldn't wait to get his hands on the bags, promising to pay me when he could. I was glad to see the back of them, knowing full well I'd probably never see the cash. "Well" said the sergeant, "I've got a bit of running around to do; if this guy is not too far out of my way we might pay him a visit."

Naturally I hadn't mentioned the suspected pedigree of the bags, so after a bit more solo time we drove to my acquaintances' workshop. It's amazing what a police car and a large sergeant at the door can do to the purse strings of a rather doubtful citizen. Debt paid in full, we went back to the station for the inevitable paperwork, after which I was delivered, rather late, at work, in a black car with a light on top. How good was that man? Could that happen today? Had I been locked up, even for a couple of weeks, I'm sure my subsequent life would have been very different. I didn't appreciate his goodness at the time, and I never saw him again.

Was policing different back then? Walking through Cathedral Square in the centre of the city, in a typical teenage grumpy mood, I bumped into a guy I'd had words with previously. He was obviously in a similar lack of humour, so after a bit of "watch where you're going, idiot", we wound up exchanging blows in an alleyway. Neither was doing the other much harm when suddenly I was violently yanked backwards, by the collar, almost off my feet. My yanker was a large unimpressed sergeant of police, demanding to know "what you two stupid buggers think you're doing." Protestations "This idiot bumped into me" etc. from both stupid buggers failed to elicit any interest from the sergeant who advised us in Anglo Saxon terms to go away and not return, then turned me round by the collar and sunk his size sixteen boot up my backside. Hastily turning round for this reason, I had the exquisite pleasure of seeing my recent adversary feel the same boot in the same place. The three of us parted company, two walking a bit delicately, but the issue was over. I had no hard feelings about the law. Would the same happen today?

I suffered another run in with the anti-bike patrolman. I amused myself at compulsory stops where according to the law, I understood a vehicle's wheels must come to a complete stop. However, I became quite good at riding to a stop and balancing the bike without putting my foot down, whilst looking for traffic. After one such performance, I was once again confronted by the city's most detested lawman who accused me of failing to stop. For sure I had stopped, in fact it was one of my better efforts, so I argued the point. "You didn't put your foot down" said the man. "I don't believe you have to" I protested, "my wheels definitely were not turning." "Save it for the magistrate" came his automatic reply, busy writing. Innocently asking 'Do car drivers have to open their door and put a foot down?' didn't help. That got me a lecture and a very nasty warning "Don't get smart with me, you'll come off second best" but it was worth it, I couldn't resist.

Once more I felt hard done by, so I decided once again to front the magistrate. It was unfortunate the beak was one notoriously hard on motorcycle cases, but I got up and did my nervous best; hardly had I finished speaking than "fined (whatever it was) BANG! Next please!" Soon after, rumours surfaced saying that officer had 'fallen off his bike', and requested transfer to another division after recovering from his injuries. Rumour also said he'd had help in falling off his machine, something about running over a broomstick which became tangled in his front wheel. It was widely known he had a favourite hiding spot at the intersection of two avenues, where trees and a big verandah made him virtually invisible in anything but full sunlight, and it was just past there he fell. It would have been the perfect place for such an ambush, lure him out with any offence and have another bike do the business. I don't know for sure to this day the truth of the matter, but he certainly vanished from the roads.

Post Script- Police Nortons wore a huge windscreen similar to that employed by the Army on their side valve Harleys and Indians. On the latter bikes it made little difference, with their wheezing antique engines, heavy agricultural frame and fighting equipment they'd be lucky to better forty miles per hour. The fine handling Norton Dominators with their featherbed frame were good for more than twice that, but one patrolman told me they were unmanageable above seventy, thanks to bureaucrats being given the task of choosing their equipment.

Members' Classifieds

FOR SALE

NEW ADS

1927 Triumph N. The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. For Sale \$16000. Please contact Elliott Montagu Mob. 0400 068 097 or email pilottopilotbook@gmail.com



*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to benner@inet.net.au*



For Sale: Honda XL500R 1982 - motor rebuilt, bike repainted, new tyres, battery, new brake shoes, many new parts fitted, unlicensed. \$5000 - contact Brian Higgs Ph. 9456 0207

AD REPEATED

1939 500cc OK SUPREME Restoration Project \$10,000.

VELOCETTE 1936 500cc MSS Restoration Project \$9,000..

AJS 1925 Flat Tank 350cc OHV Restoration Project \$8,000.

HONDA 1982 CX 500 TC Mechanically complete \$1,000.

Ring John D'Arrietta 93495449

1951 350 MAC VELOCETTE, disassembled, new big end, new wheels, new petrol tank, new rear mudguards, new seat, new muffler & many more new parts, all there . This is a complete bike, with a lot of money spent. It's an unfinished ground up restoration. Ill health means it must be sold. \$ 5,500

Contact Alan Annear 92474523

HONDA CB400T 1978 Near totally original licensed & good runner \$2,500.

AUTOCYCLE EXCELSIOR 1951 Restored runs well \$1,000

MOTOBECANE MOBYLETTE 1980 Runs well \$780

Contact Bruce Kirk 0474854440

1974 Triumph T150 Trident, this bike has a manifold and single carb fitted which gives big mileage to the gallon compared to the triple carbs ,with very little drop in power. The triple carb parts are in a box to go with the bike. Consider reasonable offers. Mike 454 PH 95275806

FOR THE MAGAZINE COLLECTOR IN OUR MIDST. Large number of "CLASSIC BIKE" Magazines, - from second edition through to somewhere in the 1990's, Plus quite a number of unusual and collectable M/Cycle Mags, also good number of Car Mags, - "Restored Cars" etc. - Playgirl and Mayfair included. \$50.00 cheque made out to CHILDRENS LEUKAEMIA will buy the lot. Phone: TERRY 0419 554 735

AD EXPIRING

BSA PARTS FOR SALE:

BSA A7 Models Gearbox, bolt up type - Restored, immaculate \$500.00, 2 BSA A & B models Gearbox. Restored. - includes as new K/S & gear lever. \$650.00, 3 BSA A & B models Gearbox - complete & undamaged, just as it came of the bike. \$500.00, 4 BSA Gearbox C11 & C11 G - restored - 4 speed - with sprocket & nut. \$450.00, 5 BSA Gearbox, late models M20 & 21 etc - V.G.C. \$500.00, 6 BSA Gearbox - fits many 1930's bikes, Banana shape, Full resto. \$750.00, 7 Gearbox G79 H.43 - Matchless etc. - incomplete - all gears are there & everything turns - undamaged. \$150.00, 8 BSA Gearbox, - C11, C11G etc - 4 speed- good condition-as is, full of grease inside everything turns, just needs finishing off. \$250.00, BSA A7 Rigid Frame - powder coated- plus qty of parts T.B.A. \$250.00

ALSO: I AM SELLING ALL 31 OF MY COLLECTION OF BIKES Phone TERRY 0419 554 735 anytime

WANTED

NEW Ads

Wanted 1973 500 Triumph Daytona complete engine, also a **BSA c1954 bb32a or a bb34a engine** - Steve Lozyk 0412282332

Wanted: Norton Commando: Prefer complete and running condition but would consider other. Greg 0477021870

Colin Tie is missing a Moore & Wright 0 - 1" micrometer, in its original wooden case. He suspects he has taken it to someone's place for a job, and then forgotten to take it home. Apart from the intrinsic value of the instrument, this is a much treasured gift from over forty years back. Any information Colin is on 9295 1601.

AD REPEATED

ROYAL ENFIELD 1930 Two Stroke Motor 225cc Model AL 30 Ring John 93495449

ADS EXPIRING

2 aluminium rims, 19 inch, 36 hole, WN3 to fit drum brakes model. Colin Knight Ph 9447 3548

I am looking for a **TIMING COVER** to suit 1937-38 BSA singles used on M19 M20 M24 and several of the B series singles. On these bikes the cams turned in bushes in the timing cover and crank case, unlike the post 1939 engines where the cams were bushed on spindles. The cover has a plain surface as per the attached image, rather than the 1939 style which has the letters BSA imprinted in the lower raised section. Lionel 0449

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are now manufacturing mudguards in Donnybrook for export all over the world. www.vintagesteel.com.au Ph 0497 999 011

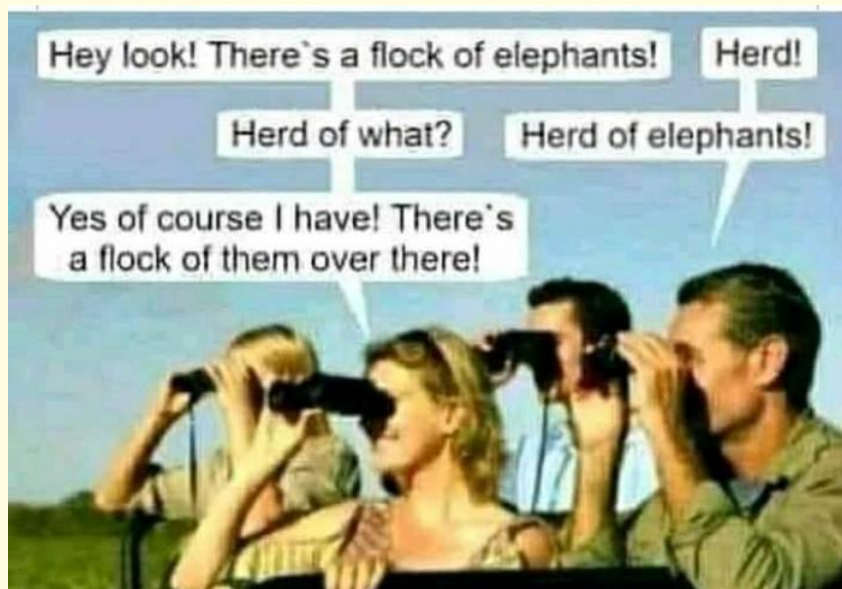


Kiddies Korner

What do you do if you are attacked by a gang of clowns? Go for the juggler!
 I do all my addition in my head. It's the thought that counts.
 I love my furniture. My recliner & I go way back.
 What do you call 2 birds stuck together???? Velcrows.
 My exercise routine consists of doing diddly squats.
 My wife said she doesn't understand the science of cloning. I said "That makes two of us!"
 When one door shuts another one opens. Other than that it's a pretty good car.
 Ran out of toilet paper so had to start using lettuce leaves...today was the tip of the iceberg
 I'm right 98% of the time. Who cares about the other 8%.
 I just won an award for being lazy. It even came with atrophy.
 I spent a lot of time trying to come up with a pun about limousines, but I have nothing to chauffeur it.
 I was addicted to the Hokey Pokey but I turned myself around
 Today a man knocked on my door and asked for a small donation towards the local swimming pool. I gave him a glass of water.
 Went to a party, told a chemistry joke but didn't get a reaction.
 One day you're the best thing since sliced bread. The next, you're toast.
 My wife came home & asked me why the bottle of wine she bought yesterday was half full..... I said "Because you're a pessimist!!!"
 My ex said "There are 14 reasons why you annoy me..... plus your obsession with tennis!!!" I replied "Well that's 15 love"
 I learn from the mistakes..... made by people who took my advice
 I've quit coffee in the morning & replaced it with orange juice.....I feel great & the doctor said it must be the Vitamin C & natural sugars..... But I just think it's the Vodka.
 Getting old. First you forget names, then you forget faces. Then you forget to pull up your zipper... it's worse when you forget to pull it down.



Right: We believe this a picture of George Loverock auditioning for the role of Constable Care many moons ago!



don't be afraid to get old...



Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$10	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				







VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

JULY 2024



Club Contacts - the people who keep the place ticking over

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis – 0488915103 les@dgas.com.au

Deputy Chair: Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550

secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

Communication/Assistant Secretary: Murray Barnard – 0434215665 cobrat500@gmail.com

Events Coordinator: Stephen Hills – 0413678604
steve.mag@icloud.com

General Committee Members:

Neil Freeman - vn_freeman@outlook.com, 0459888654

Jeff Sanders - sti22b@live.com.au Ph. 0411750767

George Loverock - loverock5590@hotmail.com

WEB & PUBLISHING TEAM

Webmaster, Chatter Editor, Publisher: Murray Barnard – 0434215665 cobrat500@gmail.com

Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benner@iinet.net.au)

TECHNICAL OFFICERS

Registrar: Lat Fuller registrar@vmccwa.com 0468310215

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website @ vmccwa.com. Ring a dating officer for assistance if you can't use the web.

Dating Officer: Pre 1931: Michael Rock – 0437999009
(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Jeff Sanders - sti22b@live.com.au 0411750767

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,

Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Les Vogiatzakis – Dianella – 0488915103,

Murray Barnard – Roleystone- 0434215665

Hans van Leeuwen – Mount Nasura – 0419921693

Jeff Sanders - Serpentine - 0411750767

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany 0428996334

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863
membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563
sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday – 0411358428 (leave message)

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary Pre31: Art Woldan 93303264, Treasurer: Jeff Sanders Ph. 0411750767, fees payable to BSB 036-087 Acc 778468, Meet every 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604 steve.mag@icloud.com - Post70 Facebook page: facebook.com/groups/vmccwapost70. Meetings are held on the 3rd Monday of each month. 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

ALBANY SECTION: Chair: Paul Armstrong – 0417051378 (patnpaul2016@gmail.com), Albany Section Secretary: Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilrag

Facebook: facebook.com/groups/vmccwa

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy.

BASIC PRINCIPLES: The Club exists for ALL members. As such, approved events will be advised in advance to all members through the Chatter. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Front cover: Colin Hankinson & 350 Moto Guzzi

Back cover: Bean 2 Brook



Front Desk - Murray Barnard

Next Chatter: The next Chatter will be the September issue, which will be issued mid-August 21. Cut-off for submissions is 6 August 21.

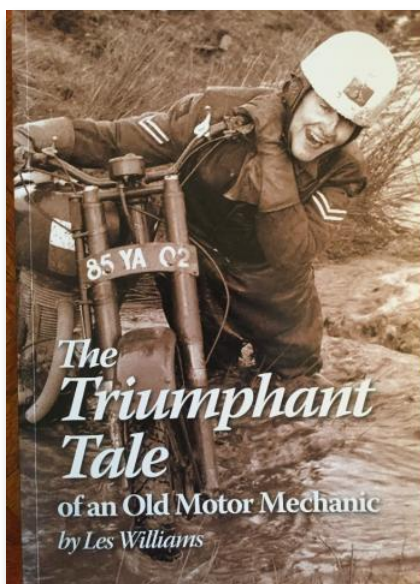
Monthly meeting minutes: Because the Chatter isn't always published monthly, monthly meeting minutes can take a while to appear in print. Never fear, all minutes are published on the Club web site when received. In fact, those inclined, can browse minutes on the site from 2010 to present! Note: there was no monthly meeting in May 2021 due to Covid restrictions., So no minutes.

Bike Ballots: At the June Monthly meeting ballots were drawn for 2 BSA M20s which the club was offering to members at a heavily discounted price. The aim of the exercise is to provide opportunities to members to access older machines at a fair price. They all need work but they were also all there! The lucky winners were Paul Armstrong, Michael Byrne A 3rd machine is subject to negotiation still. Thanks to Keith & Chas for all their work In getting the machines prepared.

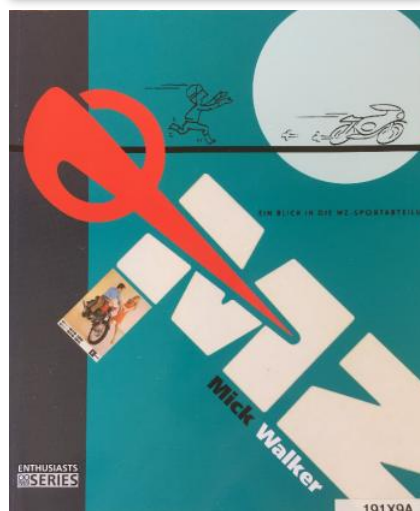


Next Ballot: Now that the majority of the readily available BSAs have been balloted, advice will be given in a future Chatter on the possible availability of several partially assembled M20s and the parts to largely complete the projects. Consideration of what is available and price to be made by the Club's parts sub-committee first. Advice to follow.

NEW LIBRARY BOOKS: Ken has advised 2 new arrivals - The Triumphant Tale of an Old Motorcycle by Les Williams & MZ by Mick Walker.



POST70s SECTION: got a machine produced in the era of superbikes in the 70s or after? Doesn't matter if it is tourer, commuter or cafe racer from this period the Post70s section is the place to share your interest in these machines and to enjoy the era of flexi frames, horsepower and engines of every variety and place of origin. Contact Stephen Hills to get started - 0413678604, steve.mag@icloud.com. The Post70s Section has a Facebook page: facebook.com/groups/vmccwapost70. Post70s meetings are held on the 3rd Monday of each month. 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle. Of course, any Club member is welcome, you don't have to have a Post70s bike. 70s dress is not essential. :)



Club Events Calendar - Stephen Hills



PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: (Regular weekly events) :

Southern suburbs - 10am Thursdays - Meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook.

Northern suburbs - 10am Wednesday - Two Rocks Shopping Centre.

2021 APPROVED CLUB EVENTS - **Note:** key Club events are held on the 3rd Sunday of each month as much as possible.

June 20 - Peter Groucott Ride / Aviation Heritage Museum:

Meet at Aviation Heritage Museum corner Leach Hwy & Bull Creek Drive Bull Creek 10.00am. Visit the amazing museum with complete Lancaster Bomber, Catalina float plane and many more aircraft and associated displays. Go into the draw for one of two Bomber Command Virtual Reality Experiences. The club events trailer will be on site with BBQ, tea ,coffee and refreshments. Ride your bike or if you are unable to ride or the weather unsuitable come by car. Meet up with other members in your area and ride to the event as a group. *Meet at Museum.* \$10 charge covers Museum entry and BBQ. Contact Steve Hills 0413678604



July 18 - VMCCWA & Machinery Preservation Club social day: Meet at Old Midland Railway Workshops corner Centennial Place and Shelforge Lane Midland. 10.00 am onward. Enjoy the sight and sounds of Vintage Engines and machinery in operation. Bring your bike along to display inside the historic workshop building. BBQ and refreshments will be provided by the MPC. As in previous event, if you can't ride or the weather is inclement, come by car. Contact Steve Hills 0413678604

August 15 - Keith's BBQ: Meet at Keith's Emporium of fine motorcycles, 122 Bushmead Road Hazelmere 10.00am. Come and enjoy camaraderie and BBQ. Guest speaker TBA. \$5 for BBQ and refreshments. Contact Keith Weller 92742476

September 18/19 - Gypsy Tour to Albany & Denmark: the Gypsy Tour for 2021 will be a combined event with the Albany Section of the VMCCWA. On Saturday 18 Sep 21 there will be social ride in the Denmark area to vineyards/cheese factories etc. Saturday night BBQ in the campers kitchen. On the Sunday we will meet up with the Albany Section to ride with them and participate in a free BBQ at their clubrooms. WA is experiencing very strong bookings for accommodation in tourist areas. I suggest you book now for accommodation in the Denmark/Albany area. The base for the Gypsy Tour will be the Denmark Ocean Beach Caravan park. You can book online but it is best to speak to them to advise you are from the VMCCWA - Phone 1800 641 122 or 08 9848 1105. Failing this you may have to book into B&Bs or the Hotel/Motel but don't delay. Please advise Murray Barnard (0434215665 or email: ildottore@iinet.net.au) if you are attending as catering numbers will be required.



Pre31 Section

Pre 31's Beverley Run - September 4-5 - restricted event - pre 31 machines only

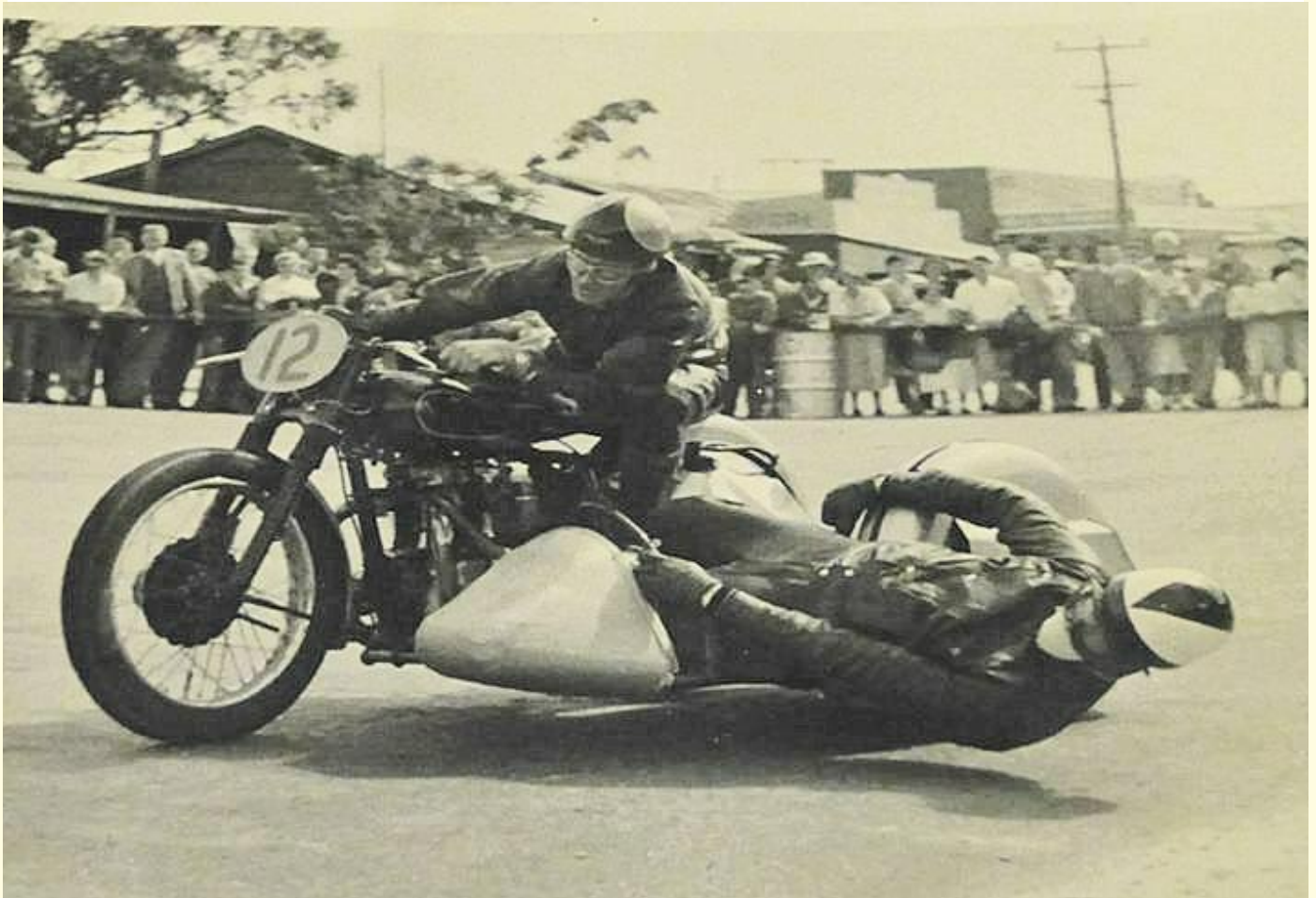
VALE - Des Phillips

VALE: Des Phillips - March 2021: Des' interest in motorcycling started in 1951, when he was 18 years old and joined the Coastal Motorcycle Club in Fremantle. He then went to the UK and spent several years working in the motorcycle industry. On returning to Australia, he took up motorcycle road racing and ventured to Melbourne in 1956 to work and race bikes. When Des was first living in Melbourne, he had a flat attached to a boarding house in Moonee Ponds, which was the first port of call for WA motorcycle riders when they arrived in Melbourne. From all accounts, when the 'WA boys' were living and racing together in Melbourne, a great time was had by all! While in Victoria, Des was a member of the East Malvern Motorcycle Club and he used his late model A40 ute to transport his AJS 7R road racer to race meetings and practice at Phillip Island.

During the early '60s, Des returned to WA and competed in road racing events around the State and at one stage was the proud owner of three AJS 7R racing machines. He also dabbled in sidecar racing as a passenger. At the time, he was a delegate representing the Motor Cycling Racing Club of WA at the Western Australian Motor Cycling Association. In the mid '70s, Des and Trevor Laurance were elected as the WA delegates on the national controlling body, The Auto Cycle Council of Australia, now known as Motorcycling Australia. They also attended the seven-day national conference each year, which rotated amongst the states. Together they served for fourteen, sometimes tumultuous, years in the sport.

A few years later, Des accepted a position as General Secretary of the Auto Cycle Union of Victoria and he and his wife Patricia relocated to Melbourne. After two-years in this role, they decided to return to WA and settled in Safety Bay. He continued as an Auto Cycle Union of Australia senior steward in WA and was appointed a co-steward at major national and international events held in the State. Des held the position of President of the WA Motorcycling Association for an extended period. He was also highly active on the Speedway Control Board, was a Speedway referee, and part of the Timing Team at Claremont Speedway.

In the early period of his life, Des was employed by CIG Industrial Gasses, based in Subiaco. Later, he worked for Liquid Air Industrial Gasses, until his retirement. In stark contrast to the adrenalin rush created by roaring motorcycle engines, Des had a deep love of poetry. Particularly Australian poetry. He also loved travelling to places that were the focus of his favourite poems and immersing himself in the environment, to truly connect with them. For over twenty years, Des drove across to the east coast to attend poetry festivals, where he could share his favourite form of literature with like-minded people. He also lent his poetry books to friends who shared his passion and enjoyed critiquing the poems with them. Written by *Steve Phillips*, sourced by *Adrian White*.



Bryan Ralston & Des Phillips - 1956



WELFARE REPORT by Adrian White

FRIENDS IN NEED: When Ian Curtis and his immaculate Honda 750 rudely parted company, courtesy of some unexpected gravel, bike and rider suffered badly, with Ian requiring lengthy and movement-restricted convalescence. This forbade most household chores, and definitely ruled out any bike related activity. He couldn't even start and run his half dozen or so collection, to their detriment. Stephen Hills heard of this and organised several members and offered help, which was gratefully received. All the bikes had a run, the workshop floor swept. They even mowed the lawn. Well done! Now these good hearted gentleman would like to offer this service to other members in trouble, and they have more volunteers willing to help. You don't have to crash a bike, if you're sick, or need help to clear your shed out when downsizing, assistance is available. This is an excellent initiative, the sort of thing that can make a good club even better. As Welfare Officer, I keep in touch with some older members, who, for various reasons are no longer able to enjoy Club activities. Many such are now living alone, and no longer are able or licensed to drive. Without exception, these guys seem to love a chat, about happenings in our Club, and reminiscing of their younger motorcycling days. Interesting memories abound, many of them very interesting, some sad, some humorous and lots of fond memories of Club activities. Some, I believe, are lonely, families scattered all over. This is sad. In this vein, the Club would like to organise a group of volunteers to help people in need. If you would like to help please contact Adrian on 0438335563 or Jeff Sanders on 0411750767.

Bernie Wolfe: Bernie was in Perth early in the year for prostate treatment and I am glad to say his treatment has been successful with his PSA level down to near zero. Bernie's early diagnosis and treatment help stop the spread of the cancer to other organs. Everyone should ensure they have regular blood tests as it offers a chance of early diagnosis and treatment. Good news Bernie.

Sadly, **Jeff Sieber** has found his medication is not working, so he has bought a caravan and is setting out to enjoy life rather than spend it in waiting rooms. All the best Jeff, enjoy the grey nomad life!

Nat Brazzalotto is having a knee replacement having worn out the knee his Mum gave him from kicking his recalcitrant BSA B33. The good news is his magneto also suffered surgery and has been reconditioned.

John Foster is doing well and will be 103 later this year. I am hoping a bunch of us can come and celebrate his birthday this year.

Lloyd Redstone, famous volunteer firefighter and renowned BSA rider has suffered a stress fracture in his right leg which has kept him off work and off his bike for sometime. This didn't stop him riding to Ben 2 Brook the other day so things must be improving, good on you Lloyd.

CAVEAT EMPTOR



Colin Hankinson has kindly shared his notes on buying a used machine:

A. Obtain a receipt of sale between yourself and the seller, but the seller also needs to have a receipt of sale between himself and the individual from whom he purchased the machine.

B. VIN Plate, VIN numbers are a 17 digit code, **Australia** adopted the ISO standard for VINs in 1989 and the mandated ADR (**Australian Design Rule**) is ADR 61/2

C. COMPLIANCE plate is required for all motor vehicles after 1989 and dependant upon State requirements for imported vehicles prior. They are not the same as a VIN plate and states that the vehicle conforms to Australian Design Rules ADR.

D. PPSR or Personal Properties Securities Register – search online look for the Government site which is <https://www.ppsr.gov.au/> where a search and report can be completed for \$2.00. Private websites will want \$10 to \$25 for the same information.

E. NEVDIS – is the National Exchange of Vehicle and Driver Information System which records and exchanges information about vehicles and drivers across State boundaries, it was established in 1998

F. Frame numbers on Italian Motorcycles: DGM is for "Direzione Generale Motorizzazione" - the Italian main authority for all things that are motorized. If a bike gets legalized in Italy, all of its important parts receive a DGM number under which their specification is documented in my understanding. There may therefore be several machines with the same DGM number.

BEAN TO BROOK

Some snaps from the weekly Bean 2 Brook social meet at Pickering Valley - 10am Thursdays:



Albany Section

ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. **NOTE** Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

Date	Club Runs & Events	Trailer backup
Jul 11	Ian's hilltop Run	Required
Sep 12	Kevin's Spring Rally	Bill Morrell
Sep 19	Gypsy Tour	Required
Oct 10	TBA	TBA
Nov 14	Deceased Riders Memorial Run	Required
Dec 11	Christmas Charity Run	Not required
Dec 12	Christmas Tree Run	Required

PLEASE NOTE, Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the section for club events. Members requiring use of the trailer must first get authorisation from a section committee member before going to pick up the trailer.

General meeting minutes of the VMCC Albany section 06/05/2021. The meeting was opened by Paul Armstrong at 7-30. There were 12 members present, 3 apology, and 0 visitors.

The minutes of the previous meeting were read, and accepted by Arthur Wust 2nd Lynton Morgan.

Business arising: Paul reported on Robin's Pie Run and thanked Manfred for the trailer backup. The Hospitality Award was presented to Nippers. Nippers will be closed for approximately 2 months, Paul has organised for the members to visit Mt Romance while Nippers are closed. John Northcott gave details of his May club run. Correspondence was read, and accepted, by Bill Morrell 2nd Bernie Wolfe. Treasurers report as tabled by Kevin Palfrey and read in his absence by Paul Armstrong, accepted by Arthur Wust 2nd Bernie Wolfe.

General Business: Paul gave details of the Mt Romance coffee run. Northy reported that The Gypsy Run organisation was in hand. Paul reported progress on the Christmas Charity Run. John Northcott advised the meeting that the fire extinguishers on the backup trailer may need renewing, and new a first aid kit is required. Aidan McDowell volunteered to provide the section with a new first aid kit. Andy Duncan raised the topic of the new 404 regulations, secretary to email Perth to see if there have been any developments. Bill Morrell told 2 jokes to round off the meeting. Meeting closed at 8-11pm.

John Northcott Ride: This year we haven't had many of our glorious Albany autumn days so we were thankful for pleasant weather for this month's Club ride. 20+ bikes turned up at the Old Gaol, bringing their owners not only from Albany but Mt Barker, Denmark and Katanning (hello Don); all raring to go – if only their owners would stop talking! When you're not the only bike in the shed you want as much 1 on 1 time as possible!

Eventually all bikes got their owners back and we headed off to the Elleker Store for a coffee break and more socializing. Hello to Malcolm and Glenda, our hosts (and members); your store is always a great place to stop and have a chat. Having run out of coffee (but not talking) it was time to head further west to Wilson's Machinery near Torbay. For some time it went quiet as members wandered (almost reverently) through 40 acres of old machinery. There were tractors, trucks, buses, farm implements and strange looking things that elicited quite a few WTF's from those trying to imagine what task they once performed! All were obviously retired and now spending their days quietly rusting away; what stories they could tell! Hopefully somebody will re-cycle parts from them before the scrap metal truck comes! It was quite an eye opener; thanks John for organizing the opportunity. Our bikes were happy to leave – some of their kind were laying outside in the tall grass; no nice shed and workshop for them!

For a brighter outlook it was back to Elleker and out to Mutton Bird Is. on the coast, via some nicely twisting roads for a short break, to remind us what a lovely part of WA we live in. By now many were thinking of lunch and Cheryl and John Northcott had organized for that, at their house in town. Everyone enjoyed the lunch put on by Cheryl & John and Noelene & Merv which was interspersed by much socializing and finished off with cakes and coffee. John had also organized a raffle and Paul Armstrong (birthday boy), Trevor De Landgrafft and Ruth Wolfe took home some goodies for their bikes. Jim Robertson, on back – up trailer, didn't get a customer; a good thing. Most had drifted home by about 3 pm, with the cleaning up helped by the last – to – leaves. Yes it was a very enjoyable day spent in the company of friends. Thank you to all who contributed to make it happen.

Bernie

Albany Section



Albany Section

General meeting minutes of the VMCC Albany section 03/06/2021

The meeting was opened by Paul Armstrong at 7-35. There were 8 members present, 4 apologies, and 0 visitors.

The minutes of the previous meeting were read, and accepted by Bill Morrell 2nd Arthur Wust

Business arising

Paul reported on Northys run and thanked Jim for trailer backup. 404 registration status update from Murray Barnard was discussed. Paul reported on progress of Charity Run preparations. Correspondence was read and accepted, by Chris Prescott 2nd Arthur Wust.

Treasurers report as tabled by Kevin Palfrey and read by Paul Armstrong, accepted by Andy Duncan 2nd Chris Prescott.

Librarians report. Absent.

Property Managers report. Absent.

Machine scrutineers report. Absent.

General Business

Secretary notified the meeting that new membership application forms have been issued, old ones are to be destroyed.

Andy Duncan gave details of his July run.

Paul notified meeting that the police were on board for the Christmas Charity Run.

Meeting closed at 8-15pm.

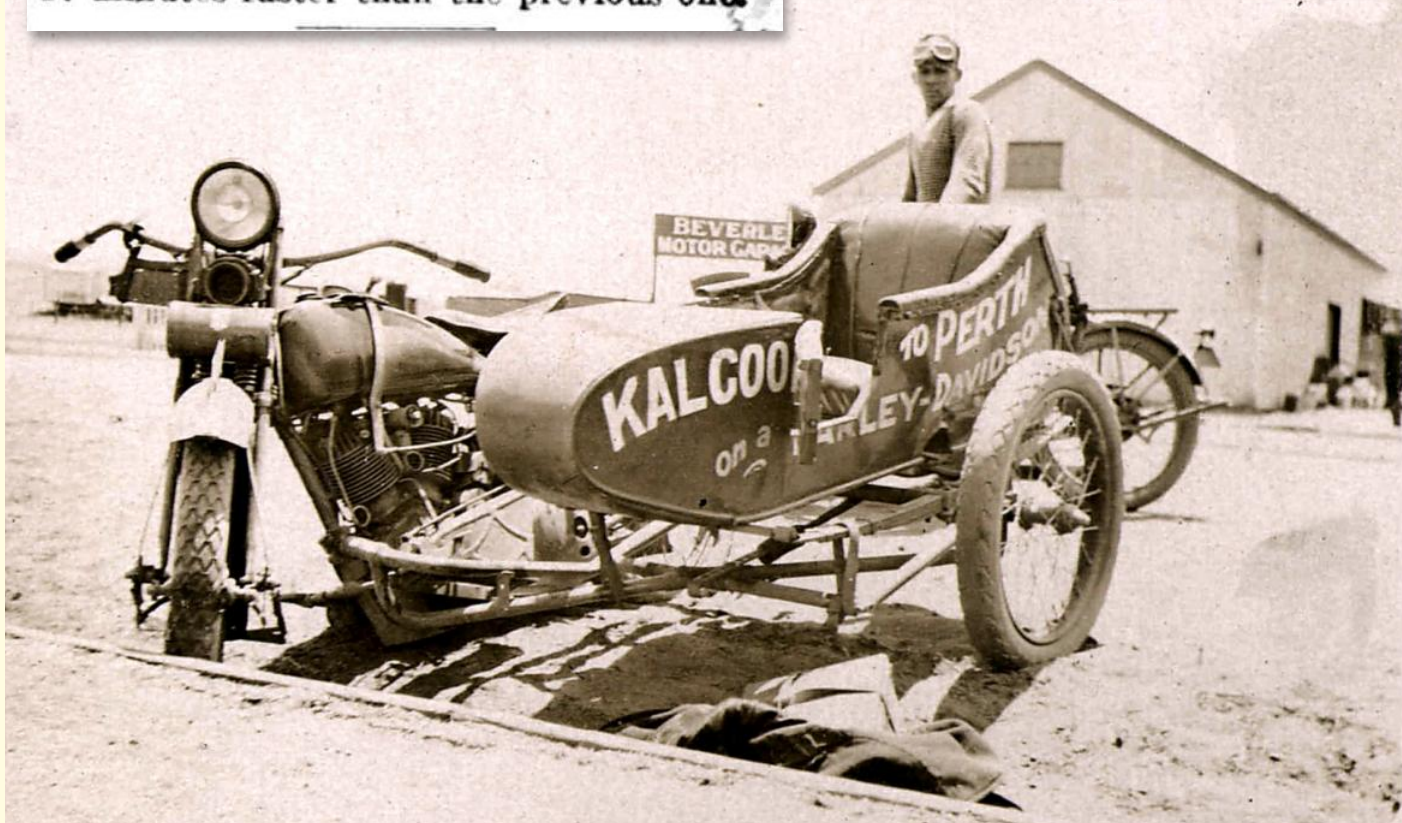
From the Archives

1926

Sidecar Accident.—Mr. L. Rogers, an official of the W.A.M.C.A., who left Perth on Wednesday morning last as supervisor in connection with the reliability test which was being carried out by Mr. Aubrey Melrose, met with a nasty mishap at Beverley whilst entering the main street. Mr. Melrose was riding an ordinary stock model electrically equipped solo single cylinder Harley-Davidson motor cycle, and Mr. Rogers was following the solo machine in the 10-12 h.p. Harley-Davidson electrically equipped sidecar outfit which recently lowered the Kalgoorlie-Perth record by more than two hours, the outfit being piloted by Mr. B. Mortlock. Whilst in the act of turning into the main street of Beverley the sidecar struck the curbing precipitating the rider and passenger. The machine was travelling at 8 miles an hour and the accident caused the front tyre to blow out. Mr. Rogers had both legs severely jammed, and as a result of the mishap the party was delayed 24 hours.

KALGOORLIE-PERTH RECORD.

Aubrey Melrose and Roy Charman broke the existing sidecar record between Perth and Kalgoorlie. Prior to their attempt the record stood at 12 hours 22 minutes. Their new record stands at 9 hours 45 minutes, which is 2 hours 37 minutes faster than the previous one.



TWO ROCKS SOCIAL MEET

Social meet at Two Rocks Shopping Centre - 10am - every Wednesday



Some snaps of the gang at Two Rocks recently, enjoying a natter, the ocean views and most notably an invitation to lunch by Adel & Ted Rayfield. An offer eagerly taken up by a dozen of the regulars, Who are not known to pass up the chance of a free lunch! Thanks Adel.







A popular and well attended ride along great roads. Pics by Stephen Hill

Meeting Minutes

Minutes of the VMCCWA GM – 2nd June 2021

Held at Wattle Grove commencing at 8pm

Chairman: Les Vogiatzakis, Secretary: George Loverock (acting), Treasurer: Jim Douglas.

Apologies: Richard Argus, Colin Tie, Steve Castle, Bob Cary

Members Attending: - 47

Previous Minutes: April Meeting: Proposed by Adrian White. Seconded by John Van Bockxmeer

1. - Microphone Usher: - Stephen Hills

2. - Visitors: Russell, Peter Goldsmith, Trevor Collens, Mike Collens, Mike Flore, David Sheahan, Mark Thomas

3 - Welfare report - Adrian White: Adrian outlined a number of Welfare issues the detail of which will be fully detailed in the Chatter. Also outlined the purpose of the "Friend in Need" initiative commenced by Steve Hills and Jeff Sanders.

4. -New Members applications - Mario Cudini - Membership applications have skyrocketed with 13 applications received & approved by the board. These are: Louis Russell, David Hill, Mark Thomas, Jonathon Whisson, Michael Holmes, John Lawton, Brett Charles, Paul Jones, Helen Cumming, Paul Dean & Michael Finn.

Kenneth Matsen, Stephen Heyden

5. – Chairman's Report – Chairman recognised John Van Bockxmeer for being presented Life Membership of the Motor Cycle Racing Club of WA

6. – Secretary's Report - Richard Argus

There were 6 Expressions of Interest in Ballot for M21's to be held at the June meeting.

An audit of the club's key register is being conducted.

Inwards Correspondence

CMCWA – Neville Horner – Revised invoice for 2021 membership (\$75).

ESM Strata (Belinda Pfister): two quotes supplied to the council of Owners for preparation of 10 Year Management Plan (a compliance requirement). We endorsed the quote from Oban for \$1,584.

ESM Strata (Belinda Pfister): Notification of forthcoming annual Strata Council meeting this month. RA to attend.

Outwards Correspondence

Ken Vincent (Pre-31 section)- Letter advising committee has agreed to issue a key for the Ken Marshall Room, to allow access for monthly meetings.

Response to ESM Strata: endorsement of quote from Oban to Council of Owners

7. - Finance Report - Jim Douglas

Trading sales was \$14,481 mainly from the sale of A10 motorcycle.

Cost of sales was \$1,338 mainly from oil purchase and Old Iron purchases.

Giving a gross profit of \$13,142.

Other income mainly from new member's subs was \$2,302

Operating expenses was \$9,176 with the big ticket items being insurance

\$3,427, event costs \$1,981 and strata fees for the unit of \$1293.

The final result being a net profit for the period of \$6,269

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Communications Officer

Rules and Procedures have been reviewed and simplified. The updates are now on the web site.

Also on the website is 15 years of Chatter history and photographs

8.2 Library report Ken Vincent, Librarian

Some DVD's have been received and will be placed into covers and labelled.

Received new book "British Motor Cycling since 1950

Outstanding books being held by Rodney Marriet, Gerald Devereux and Clive Ranson

8.3 Spares report: Keith Weller, Spares

Thanked Ron Chave for his generous spares donation. Has a supply of Gear Oil available.



The 3 BSA M20s sold on the night



Left: Les Vogiatzakis, Club Chairman, who presided over the meeting

Right: Adrian White who provided the Club Welfare Report.



8.5 Dating Report: *Maurice Glasson*

Five bikes for this month

- 1962 BSA A10 Golden Flash for Ian Redman
- 1964 Harley Davidson FLH for George Loverock
- 1961 BSA A10 super Rocket for Bob Cary
- 1960 BSA D7 Bantam for Bill Morrell
- 1939 BSA M22 for Ben Romeril

8.6 Dating Officer Post 70: *Jeff Sanders*

Roberts, Mark #898 1973 Triumph TR5T Trophy	25/05/2021 4:03 PM
Roberts, Mark #898 1971 Triumph T25T Trail Blazer	28/05/2021 9:34 AM
Roberts, Mark #898 1973 Triumph TR5T Trophy	25/05/2021 3:28 PM
Nalder, Kim #310 1975 Norton Commando MK111	15/05/2021 7:56 PM
Cumming, Helen #1722 1975 Honda 400 Four	13/05/2021 4:06 PM
Cattelino, Walter #1519 1988 Yamaha XT600Z	7/05/2021 4:50 PM
Gethin, Craig #1466 1989 Honda CBR1000F	6/05/2021 7:14 PM
Gethin, Craig #1466 1986 Honda VFR750	6/05/2021 12:51 PM
Gethin, Craig 14661980 Honda CB900F	6/05/2021 12:08 PM
Foot, Andrew #1650 1993 Moto Guzzi Lemans Mark V	4/05/2021 12:14 PM
Brazzalotto, Natalino #1596 1974 Kawasaki 900 Z1A	22/04/2021 10:35 AM
Sansbury, Terence #1670 1988 Moto Guzzi Lemans Mark V	20/04/2021 8:43 AM
Charlton, Gerard #1714 1975 Suzuki GT550M	19/04/2021 7:39 AM
Hankinson, Colin #1167 1983 Kawasaki GT550	15/04/2021 11:05 PM

8.7 CMC Rep: *Les Vogiatzakis*

Gave overview of current status of 404 and C4C

9 Events Coordinator: *Stephen Hills*

9.1 Events Past

100 Years of Moto Guzzi by Thunder Bikes

Chittering Run – Introduction of Corner Markers

Anzac Day Parade at Bullcreek Museum cancelled

Roaring Twenties – Fantastic event and great success. Thanks to Ken 37 Riders 14 Veterans

Café Hop – poorly attended

Distinguished Gentlemen's Ride

9.2 Events Future

June 20 Bullcreek Aviation Museum – two person's to be given opportunity to utilise the Virtual Reality equipment

10 Regalia Report: *Andrew Hobday*

Andrew Apologised for missing last meeting

11. – General Business.

Item 1: Ballot for Two BSA M20s – won by Michael Burns, Paul Armstrong & Neil Nicolao

Item 2: Other General Business

Nick Stone is requesting assistance from any member in the club who is knowledgeable in assisting him in o/hauling his newly acquired BSA B23. Contact on 0417 708 828

Steve Hills asked if an member knew where the rear door key to Madding Unit may be so that he could complete Key Audit. Nil Response.

Member raised the issue of dangerous riding during Chittering run and club members should be aware of Road Rules and comply.

12 Bits & Pieces - Nil

Meeting closed at 9.20pm.

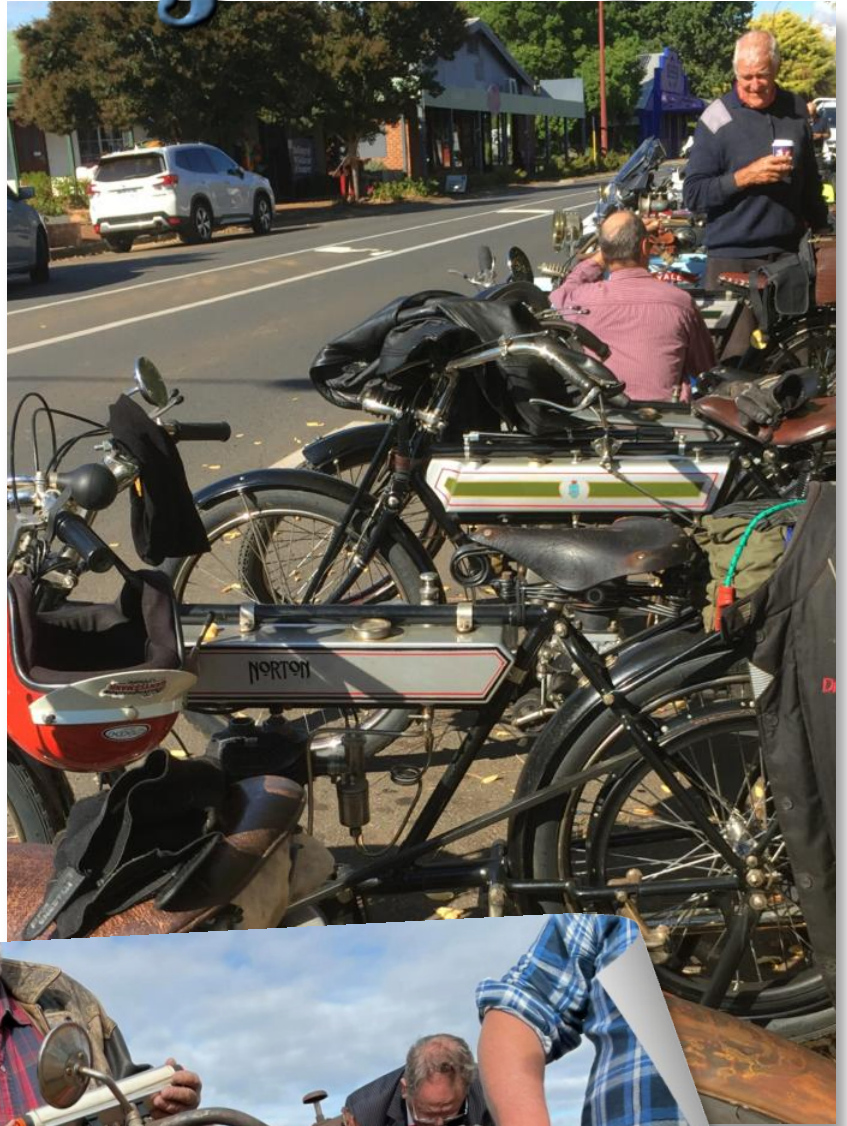


Left to right: George Loverock (acting secretary, Les Vogiatzakis -Chair, Jim Douglas -Treasurer



The assembled masses

The Roaring 20s Run



Ken Vincent advised he had a great 10th Roaring Twenties run with 37 entries and good weather finishing up at Michael Rock's place for prize giving and BBQ Sunday at noon on the Sunday. Saturday night was dress up 20's style at the bowling club in Nannup.

Roaring Twenties Starters List May 2021 from Clubs many & diverse: Peter McDonald Norton 1913 500, Tristian Clark Triumph 1913 500, Nat Brazzalotto Peerless 1912 500, Greg Boothy Triumph 1911 500, Lat Fuller Douglas 1917 350, Martin Softly B.S.A 1914 557, Michael Rock Triumph 1910 500, Dave Alderson Triumph 1913 500, Kelvin Mears Norton 1915 500, Peter Lawson Norton 1910 500, John Keenan Indian 1916 1000, Peter Hume Rover 1912 500, Steve Turner Corah 1912 500, Andrew Repton Yale 1914 1000, Murray Rudler GCS 1914 770, Dennis Cranston BSA 1924 250, Andrew Bartleet Calthorpe 1927 350, Nick Maxfield A.J.S 1928 350, Podge Walsh Norton 1926 500, Ricky Frazer Rudge 1928 500, Kevin Badby Henderson 1923 1300, Jack Hume Harley-Davidson 1925 1000, Chris Cooke Norton 1924 500, John Coleman Matchless 1928 500, Geoff Coole Indian 1928 600, John De Filippo A.J.S 1928 500, Jeff Sanders Ariel 1930 500, Murray Cann Ariel 1930 500, Tim Hesford Triumph 1928 500, Hamish Cowen Indian 1928 750, Bob Whittingstall Norton 1929 500, Dave Weeks B.S.A 1928 500, Rodger Bowen B.S.A 1929 500 Gary Tenardi Ariel 1928 500, Ken Vincent Velocette 1929 350 & Tim Harding Sunbeam 1928 500.

Awards: Winner of "the Spirit Of The Event" - Chris Cooke, Close to the Spirit - Kelly Owen & Michelle And Ricky Fraser, Best Veteran - Peter Hume, Best Vintage - Jack Hume , Best Small Bike - Andrew Bartleet & Hard Luck - Tim Hesford

Pics supplied by Jeff Sanders & Ken Vincent



Management Committee

Precis of Minutes - Meeting of 14 April 2021

1. \$8,000 clear after expenses for Old Iron. Meeting agreed to donation of \$250 to Machinery Preservation Society to help cover costs for their display. Flo reimbursed for canteen expenses. Old Iron name has been registered by the Club. Old Iron 2022 is booked for 22 Feb 2022.
2. Public Indemnity and contents insurance cover reviewed
3. Strata Manager at Malcolm St Maddington Unit to be contacted re need for garden maintenance.
4. Club logo to be trademarked.
5. Old Iron sub-committee for 2022 established
6. Annual report of 404 license holders who are unfinancial forwarded to CMC for DoT attention.

Precis of Minutes - Meeting of 12 May 2021

The main item of interest was a complete review of Club Procedures and forms. Club Procedures have been updated to reflect changes in 404 administration, finance, events and property management. The revised procedures are online. Dating & appraisal forms have been updated as well as the membership application. The new member welcome letter has been completely revised.

Other events

The Distinguished Gentleman's Ride was held early this year after some disruption around the world from Covid19 restrictions. Stephen Hills and some of the crew attended despite threatening weather.



Mario at Thunderbikes threw a party at the Italian Sporting Club at Midland to celebrate 100 years of Moto Guzzi. Unfortunately a 100 year weather event, a twin cyclone, decided to disrupt proceedings and drench the happy gathering, reducing numbers somewhat. Still many a Guzzi bike and owner were there!



GYPSY TOUR 2021

PLEASE REGISTER FOR THE GYPSY TOUR

The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery for Metro riders. As well is a fabulous opportunity to relax and meet up with the Albany Section members. The Gypsy Tour for 2021 is based in Denmark. The event will be held on the weekend of September 18 & 19. Event details in the next Chatter.

A feature of the Gypsy Tour on the Saturday is a visit to cheese and wine farms and a lunch stop out of town. On the Sunday the Albany Section kindly caters for the event with a free BBQ at the Section clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering.

Please register by emailing Murray Barnard on ildottore@iinet.net.au or by phoning Mob. 0434215665.



Passing Parade



Great period photo courtesy Richard Argus. Taken 1926 at A. Bingley Motor & Cycle Agency Hannan St Kalgoorlie

L to R. Roy Sharman: Brough, Merv Brooking: Chater-Lea, Ron Duke: Harley Davidson, Bill Trevakis: OK Supreme

New Toy



After taking a 500cc Land Speed title at Lake Gardner in 2016, Nic Montagu has a new toy. A 1973 Suzuki TR500 (XR05) 2 cylinder water cooled road racer. Closely based on the Suzuki T500 twin the TR500 MkII is capable of over 160mph and pumps out 73bhp.

This machine was owned by the late Ken Ricks and was ridden to success in the Marlboro Series in New Zealand.

The bike will be fully restored before being punted at speed. Hoping to see it at the 2022 Old iron. M.B.

Numb Bums & Oil Leaks - Adrian White

Many years ago, a lady living in the Great Southern stopped at a roadhouse on her way home from Perth. She filled her car, and bought a meal, sitting in the window to eat. To her alarm, a large number of motorcycles rode past, heading south. Biekie gangs were much in the news, so she phoned her husband, who notified the local Police. They'd had no warning of a gang on the road, but set up a roadblock just in case. Sure enough, after a lengthy wait, motorcycles arrived in quantity, but more like heaven's angels than the hell variety. The Vintage Motor Cycle Club no less, on a Club run. No arrests were made.



Claremont Speedway had the inevitable scruffy grader for track maintenance, an awful looking machine. Ken George Yamaha agreed to paint the grader, in return for a sign promoting his dealership to be displayed on the long front strut of the grader. Motorcycle racer and sign writer Ray Long agreed to produce the sign. Needing a Yamaha logo to copy, he found one in an old American magazine and tore out that corner of the page, then enlarged it, and produced the sign. Viewing the finished result on the grader, Des Phillips said "That bloody Yamaha logo is upside down!" It remained so for ever, and no-one ever noticed. Ray still had his magazine page corner, in which the logo had been printed upside down.



Members' Classifieds

All ads (including services) will run for maximum of 3 issues. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to ildottore@inet.net.au

FOR SALE

Douglas 350 MK111 - not licenced no club rego got to go \$ 4500.00 or nearest offer - Bryan Wilson : 0419960471

Yamaha FJ1100 1985 - Full rego but only recently be taken off Club plates, very good condition with a motor rebuild 15k ago, upgraded FJ1200 gearbox, fast and reliable \$2,200, Ben 0419 119 363 or Steve 0488 222 492

1951 Norton ES2, Ground up restoration, Norvil belt primary and diaphragm clutch, electronic regulator, stainless spokes, complete engine and gearbox rebuild, Alpha big end, needs battery. unlicenced. price negotiable. Sorry to part with but has to go. RICHARD TURNER: +0401598502



Moto Guzzi 2008 Norge, 1200cc, 50k, immaculate. Offers please, Phil 0417 990 907

AD REPEATED

1927 Triumph N. The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. For Sale \$16000. Please contact Elliott Montagu Mob. 0400 068 097 or email pilottopilotbook@gmail.com



For Sale: Honda XL500R 1982 - motor rebuilt, bike repainted, new tyres, battery, new brake shoes, many new parts fitted, unlicensed. \$5000 - contact Brian Higgs Ph. 9456 0207

ADS EXPIRING

1939 500cc OK SUPREME Restoration Project \$10,000.
VELOCETTE 1936 500cc MSS Restoration Project \$9,000.
AJS 1925 Flat Tank 350cc OHV Restoration Project \$8,000.
HONDA 1982 CX 500 TC Mechanically complete \$1,000.
Ring John D'Arrietta 93495449

1974 Triumph T150 Trident, this bike has a manifold and single carb fitted which gives big mileage to the gallon compared to the triple carbs, with very little drop in power. The triple carb parts are in a box to go with the bike. Consider reasonable offers. Mike PH 95275806

WANTED

1926 Raleigh 350cc 3 speed Sturmey-Archer gearbox & clutch. Also an in-tank oil pump. Don Price: 0478632159

Indian 741 various parts wanted:- brake back plates, cam cover, fork links, foot boards, tanks etc - Wayne 0417987504

B40 engine complete or a set of standard gearbox internals- Paul Smith 407386877

ADS REPEATED

Wanted 1973 500 Triumph Daytona complete engine, also a **BSA c1954 bb32a or a bb34a engine** - Steve Lozyk 0412282332

Wanted: Norton Commando: Prefer complete and running condition but would consider other. Greg 0477021870

Moore & Wright 0 - 1" micrometer, lost. in its original wooden case. Any information to Colin Tie - 9295 1601.

AD EXPIRING

ROYAL ENFIELD 1930 Two Stroke Motor 225cc Model AL 30
Ring John 93495449

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are now manufacturing mudguards in Donnybrook for export all over the world. www.vintagesteel.com.au Ph 0497 999 011



LATE BREAKING NEWS - Bikes for sale



1985 VF700F Interceptor:
Very good condition. Great example of the mid 80's Honda cult sports bike era. Bike has been regularly serviced/maintained on club rego. Runs well. Battery replaced Feb '21. Comes with original spare pipes and spare low rise seat for taller rider. \$4700
Contact: Nic Montagu Mob. 0427171702



2005 Triumph T100 865cc, Staintune Exhaust. One owner from new. Rear rack and Bag included. Crash bars. Optional centrestand fitted. Never dropped and ridden by a gentle man for an enjoyable. 26050 kms. Fully licensed. \$6000 – Rego due March 22. Contact Elliott Montagu - Mob: 0400068097

INDIAN 741 1942 – VIN 741-3139 – New Tyres, New Battery, runs and rides perfectly – Unlicensed - \$22,000.00



BSA A7 1948 – VIN BA7-516278 – Fully restored –several upgrades: Electronic Ignition: 12V System: 12V Alternator, Oil Filter etc. Starts first kick – Conc. Licence: \$10,000.00



PHONE: TERRY AT BIKE BUNKER BUSSELTON: 0419 554 735



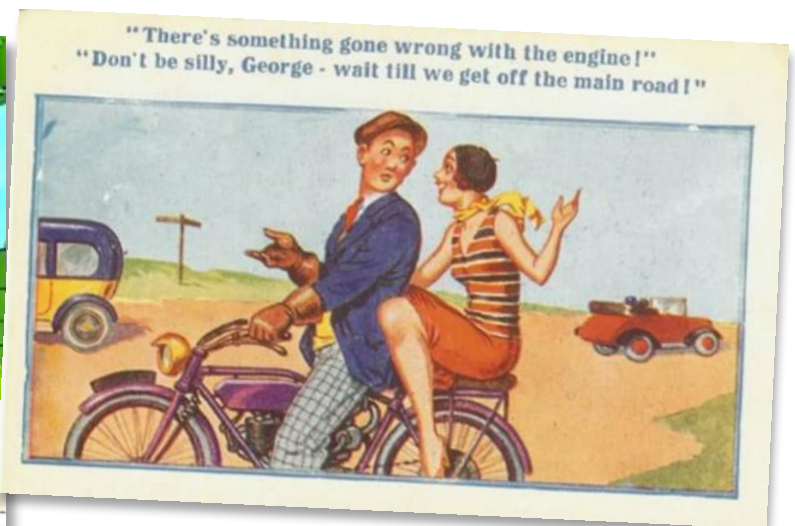
Left: CAFE RACER, HONDA CX500 – VIN 14449 – very good condition, starts well, good tyres, new battery – Full Licence \$4,800.00 PHONE: TERRY AT BIKE BUNKER

Kiddies Korner

I've just been for my annual health MoT at the surgery. My G.P. said I need to get an earring made. Strange thing to say.....

Some recent additions to the Oxford English Dictionary:

1. Coffee (n.), the person upon whom one coughs.
2. Flabbergasted (adj.), appalled over how much weight you have gained.
3. Abdicate (V.), to give up all hope of ever having a flat stomach.
4. Esplanade (v.), to attempt an explanation while drunk.
5. Willy-nilly (adj.), impotent.
6. Negligent (adj.), describes a condition in which you absentmindedly answer the door in your nightgown.
7. Lymph (v.), to walk with a lisp.
8. Gargoyle (n.), gross olive-flavoured mouthwash.
9. Flatulence (n.) emergency vehicle that picks you up after you are run over by a steamroller.
10. Balderdash (n.), a rapidly receding hairline.
11. Rectitude (n.), the formal, dignified bearing adopted by proctologists.
12. Pokemon (n), a Rastafarian proctologist.
13. Circumvent (n.), an opening in the front of boxer shorts worn by certain men.
14. Frisbeetarianism (n.), the belief that when you die, your Soul flies up onto the roof and gets stuck there.



Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) -
We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				



Odds & Sods

Ken Vincent has retired and now has time on his hands! Ken made it to Bean to Brook recently on a Thursday which was a good opportunity to catch up.

Another turn-up for the books was **Roger Bowen** who took time out from propping up Canning Dam to visit the gang at Bean to Brook as well. Good to see Roger is back at work and active on Club events. See pic below.

Nick Stone, Mob. 0417 708 828, would like to hear from any member in the club who is knowledgeable in o/hauling his newly acquired 1937 SV BSA B23. He has said any help would be greatly appreciated. The machine is intact but has not run for sometime.

John Van Bockxmeer has been awarded the honour of life membership of the Motorcycle Racing Club of WA. As one of the oldest surviving members of the club (over 60 years) John has travelled extensively in support of the MCRC and motorcycling sport in general, and is still an avid follower of our events, regularly attending at Wanneroo and Collie. However, his involvement with the club goes a lot deeper and John is both a Life Member and current Trustee of MCRCWA. John's interest in motorcycling began in Holland in the early 1950's. Since arriving in Australia his involvement has taken many directions. He bought and sold several interesting bikes over the years, some of which were used in particular events such as the Flying 1/4 Mile on a BMW 600 in 1965 and the Ballarat Kangaroo Rally in 1967. He sold his last bike, an award winning 125cc Bultaco many years ago. John has also been a member of the Vincent Owners Club, with which he travelled to many country events. Importantly, John supported the MCRCWA for many years as a valued volunteer in the capacity of Marshall at Caversham followed by several years as Scrutineer at both Wanneroo and country circuits. Older members would also remember his regular involvement in cleaning the Wanneroo circuit as we did back in the 1970's. John has some great stories from his time with MCRC, and is proud of his involvement with the MCRCWA over the years.

Special mention must be made of valued club member **Ron Chave** who is downsizing and parting with his varied machines (sadly). Ron has donated a big swag of parts and bits and pieces to the Club Parts Store which is greatly appreciated.

Richard Argus, (better known for his TV remote control chewing dog, Digby) has been noticeably absent from Club meetings lately. This is due to events out of his control with his hydraulics business in Kalgoorlie which has required Richard to spend weekdays at Kal or out on mine sites. This is an arduous schedule and we all hope Richard will be free to return to the most serious business of writing meeting minutes and replying to Club correspondence later in the year.

M.B.



John Van Bockxmeer



Roger Bowen



WHAT, WHY, HOW?

The Back Office is an online only publication which will issue if and when the need arises, in the gap between the official print/digital bi-monthly Chatters. It does not replace the bi-monthly Chatter & will only issue when a lot is happening and needs communicating..



What's Inside

Approved Club event Calendar
Gypsy Tour September 18/19 Itinerary
Orabandon - Dec 21 - Details
Old Iron - Feb 22 - Registration
Pre 31 Section
Concessions for Classics (C4C) Guide
October VCC Car Rally
Albany Section
Marketplace
Committee Nomination Form
Renewal Form

Congratulations are extended to Life Member Ron Morrison who celebrates his 100th Birthday on 22 August 2021.



Line-up at Keith's BBQ

Club Events - Stephen Hills



APPROVED CLUB EVENTS:

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs - 10am Wednesday at Two Rocks Shopping Centre- Jim Douglas
2. Eastern Suburbs - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. Southern suburbs - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills

CALENDAR EVENTS: Note: Calendar events are held on the 3rd Sunday of each month as much as possible.

September 18/19 - Gypsy Tour to Albany & Denmark: the Gypsy Tour for 2021 will be a combined event with the Albany Section of the VMCCWA. On Saturday 18 Sep 21 there will be social ride in the Denmark area to vineyards/cheese factories etc. Saturday night BBQ in the campers kitchen. On the Sunday we will meet up with the Albany Section to ride with them and participate in a free BBQ at their clubrooms. The base for the Gypsy Tour will be the Denmark Ocean Beach Caravan park. You can book online but it is best to speak to them to advise you are from the VMCCWA - Phone 1800 641 122 or 08 9848 1105. Failing this you may have to book into B&Bs or the Hotel/Motel but don't delay. Please advise Murray Barnard (0434215665 or email: ildottore@iinet.net.au) if you are attending as catering numbers will be required.

October 17 - WA TT (York): Meet at The Station Masters House car park Jacoby Rd Mundaring 9.00am for 9.30 start. Ride to York via The lakes Roadhouse. Enjoy food and refreshments from the Club events trailer and return via an alternative route to the Mundaring Hotel for refreshments and camaraderie. Plenty of trailer parking at the start point Back up provided. Contact Steve Hills 0413678604

October 31 -Scarborough Beach to Mussel Pool Rally VCC / VMCCWA combined event Meet at Scarborough Square on the beachfront Scarborough (entering by Brighton Rd). Bikes must be in place by 9.00am for display. This is a great opportunity to meet and socialise with the members of The Veteran Car Club. At 11.00 am the Mayor of Stirling will wave the bikes and cars off. Then travel in convoy to Mussel Pool Whiteman Park for a picnic lunch and camaraderie with the VCC members. This event is well suited to the older bikes, as long as you can keep up with a Model T Ford. Contact Steve Hills 0413678604

November 21 - Dam Early Run: (New Venue) Wattle Grove Club Rooms, Details TBA

December 4/5 - Orabandon (Kalgoorlie): Orabandon 2021 is a 2-Day Rally through the historical Eastern Goldfields, starting and ending in Kalgoorlie. Riders should arrive in Kalgoorlie / Boulder by the afternoon of Friday 3rd December; there will be a meal and get-together at the Recreation Hotel in Boulder. On Saturday 4th December we will head the parade in the annual Toy Run (for support of the Salvation Army Christmas Appeal). Following the parade, the group will get into top gear and ride 170 km through the Eastern Goldfields woodlands. On Sunday 5th we will enjoy 200 kms as we retrace the prospectors' tracks to various historic sites. Richard can be contacted on 0418 934 550.

December 26 - Boxing Day Breakfast

Post70 Section

POST 70 SECTION: Coordinator: Steve Hills –0413678604. Meetings are held on the 3rd Monday of the month. 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

THE GYPSY TOUR



Since the 1920s Gypsy Tours in the South-West have been popular with motorcyclists.

The 2021 Gypsy Tour is on again to Denmark and Albany. See details overleaf.

GYPSY TOUR 2021

Denmark & Albany



LAST CHANCE: PLEASE REGISTER FOR THE GYPSY TOUR

The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery for Metro riders. As well is a fabulous opportunity to relax and meet up with the Albany Section members. The Gypsy Tour for 2021 is based in Denmark. The event will be held on the weekend of September 18 & 19. Event details in the next Chatter.

A feature of the Gypsy Tour on the Saturday is a visit to a cheese and wine farms, a ride through the Karri forest and a lunch stop out of town. On the Sunday the Albany Section kindly caters for the event with morning tea at Torbay Hall & a Club supplied BBQ at the Section clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering.

Please register by emailing Murray Barnard on ildottore@iinet.net.au or by phoning Mob. 0434215665.



GYPSY TOUR 2021 - 18/19 Sep 21

Denmark & Albany

The Itinerary & Joining Instructions



GYPSY TOUR

Saturday Itinerary

9.00am on - Meet Denmark Visitor's Centre – cnr Ocean Beach Road & South Coast H'wy (refuel if required)

9.30am depart for Duckett's Mill via Scottsdale Rd for morning tea – 18km (25minutes) Note: Duckett's Mill opens at 10am

10.00 to 10.40am - Duckett's Mill morning tea stop

10.45 depart for McLeod Road to South Coast H'wy – 12km (15 minutes)

11.00am - South Coast H'Way to Nornalup – 44km (40 minutes)

11.45 Stop & reform – Nornalup Settlers Park

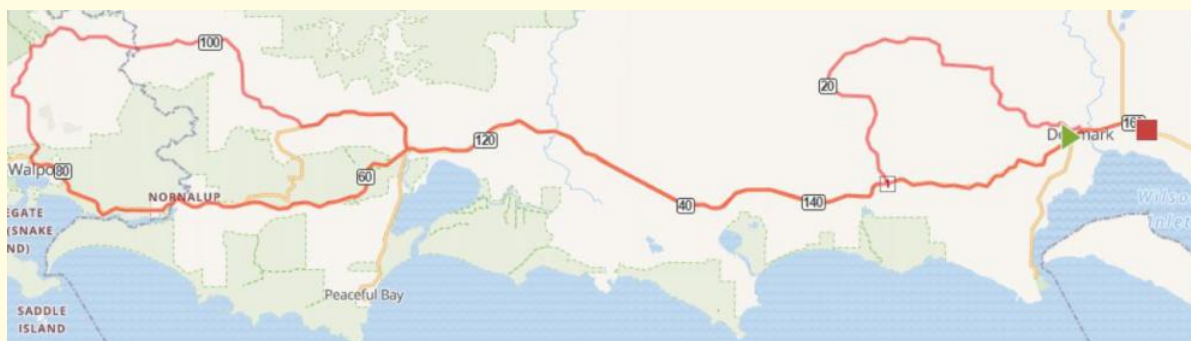
12.00 Nornalup to Bow Bridge by Walpole, Bridge Road & Valley of the Giants – 44km (40 minutes)

12.50 to 1.00 Stop & reform Bow Bridge Roadhouse

1.00 to 1.45 Bow Bridge to Boston Brewery – 45 km (45 minutes)

2.00 Booked in at Boston Brewery

Total 163 km



Evening: Camper Kitchen Big 4 Ocean beach Denmark 6.00pm (bring food & drink)

Sunday Itinerary

9.30 meet at Denmark Visitor's Centre – cnr Ocean Beach Road & South Coast H'wy (refuel if required)

10.00 depart for Torbay Hall, Hunwick Rd South – 36km (30 min)

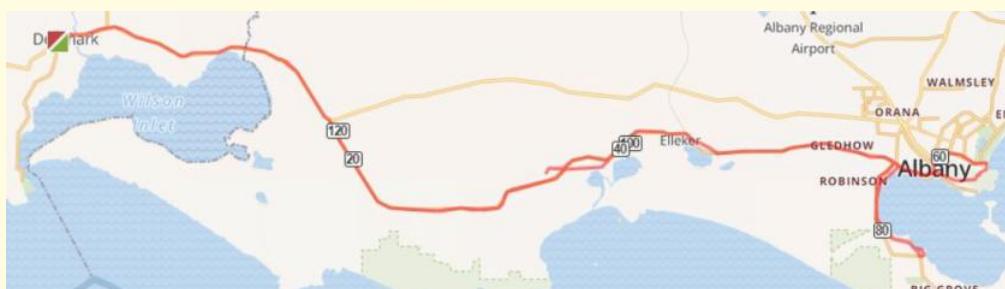
10.30 Meet Albany Section at Torbay Hall for morning tea

11.30 Follow Albany Section in ride through Albany, around Mt Clarence on Marine Parade & then Frenchman Bay Rd to Little Grove Clubrooms. 44km (60mins)

12.30 Arrive Little Grove Clubrooms for BBQ lunch

Return Denmark at leisure – 60 kms (60 mins)

Backup vehicle will return via Lower Denmark Road



Evening: Denmark Hotel - Bar food available - 6pm 36 Hollings Rd, Denmark

ORABANDON

It's on again for 2021, the gold rush to Kalgoorlie and the goldfields.

A well organised, feature packed weekend which is popular and different!





ORABANDON - 3/5 Dec 21

Orabandon 2021 is a 2-Day Rally conducted in early December by the Vintage Motorcycle Club of WA through the historical Eastern Goldfields, starting and ending in Kalgoorlie. Riders should arrive in Kalgoorlie / Boulder by the afternoon of Friday 3rd December; there will be a meal and get-together at the Recreation Hotel in Boulder. On Saturday 4th December we will head the parade in the annual Toy Run (for support of the Salvation Army Christmas Appeal). A donation or toy is appropriate. VMCC riders will be at the front of the parade. Following the parade, the group will get into top gear and ride 170 km through the Eastern Goldfields woodlands. On Sunday 5th we will enjoy 200 kms as we retrace the prospectors' tracks to various historic sites. Over the week-end the historic sites we will explore include Ora Banda, Broad Arrow, Lakewood, Lake Lefroy, Widgiemooltha and Coolgardie. Local historians will provide information at the sites, of derring-do in years gone by. All motorcycles and trailers will be stored in a secured workshop premises. Both day's adventures will start and end at the workshop. This is an open event; all bikes and riders welcome! Orabandon 2020 attracted 20 riders; 15 were from our club!

Costs: There is a \$35 entry fee per rider. The cost of other meals to be met by participants. Special rate accommodation is available at the Tower Hotel for \$100 / night; the booking must be made through Richard Argus, with guests paying for the room upon departure. Richard can be contacted on 0418 934 550. Melissa, Cathy and support crew will keep the riders nourished (spoil) with sandwiches, cakes, drinks and damp scarfs. On Saturday night we have booked the Kalgoorlie Bowling Club, for a BBQ and game of bowls. The Tower Hotel will be the venue for Sunday night, and the Cudinis will generously provide a "Bon Voyage" breakfast on Monday morning at their residence.



OLD IRON

20 Feb 2020

The 2022 Old Iron is coming up fast and we need machines registered as soon as possible, especially if you would like a display board for your bike.

We also need volunteers to help make it happen. Lots of work already going on behind the scenes. Be part of it and lets make this show another great success.



Vintage Motorcycle Club of Western Australia

Old Iron

Classic Motorcycle Show & Swap Meet

Cannington Showgrounds
cnr Albany H'way &
Station St

Sellers setup -
7am to 8am
\$20/vehicle

Buyers entry -
8am to Noon
\$10/person

Free parking for bikes
& cars onsite - enter
from Station St at Gate 3

20 February 2022

Theme for 2022 - Celebrating Two-Stroke Motorcycles

More details at vmccwa.com/classic



OLD IRON - 2022 - 20 Feb 22

Classic Motorcycle Show & Swap meet

Preparation is underway for the 2022 Old Iron which will be held earlier in the year, on 20 February 2022 at the Cannington Exhibition Centre. A sub-committee chaired by Stephen Hills has met frequently to plan and organise the event.

The Old Iron is the major public relations exercise for the Club and fund raiser. It can only happen with the dedicated assistance of club members, in the roles of volunteers to help with set-up, administration on the day & pack-up. Of course the majority of members can help make the day a success by displaying machine.

In 2022 we will be accessing the venue on the Saturday for setup and for the actual show on the Sunday.

The Machinery preservation Society will be back again with a display of their stationary engines.

The theme for the Show this year is Two Stroke machines, so we will hoping members can put on display their loved and/or neglected two-strokes for the day as well as other favourites for display in the main hall. The smaller hall will also mount a display of pre-1948 girder fork machines with a stand organised by the Pre31 Section. The Pre31 Section has racing bikes as a theme for 2022.

REGISTRATION OF MACHINES FOR THE DISPLAY

Again, the club is seeking club eligible machines for display. The Management Committee is asking for members to register interest in displaying a machine. Only registered machines will be permitted in the display as the Club wishes to present a professional display which is informative for the Public and also an asset to the Club. To register machines for the display contact Murray Barnard via phone or email 0434215665 at ildottore@iinet.net.au.

If you are displaying a machine for which a display board has previously been prepared please indicate the fact when registering. If providing a new registration please include photos of your machine if possible. Minimum details required are: Machine, Make, Model # or Name, Date of manufacture, Your name, Phone # or Email.

Register now to be eligible for trophies and to have a public display board prepared for your machine. You can enter more than one machine. Please take the time to register as early as possible. Registration is an indication of interest. It is understood that personal circumstances may change by February 2022.

Display boards will be prepared only for machines registered with me by 31 Dec 2021. Machines may still registered for the Old iron display after that date but display boards will not be prepared as time will not permit.



Vintage Motorcycle Club of WA (Inc)
HONDA GB500TT - 1986
Japan Owner: Murray Barnard



THE HONDA GB500 TROPHY CASE NOT INCLUDED.



Vintage Motorcycle Club of WA (Inc)
BENELLI - Super Sport - 250cc 1972 - Italy: Owner: Keith Weller





Vintage Motorcycle Club of WA (Inc)
SUZUKI PE400T - 1980
Japan Owner: Richard Argus





Vintage Motorcycle Club of WA (Inc)
Norton 850 Commando MkII
1973 England Owner: Stephen Cable





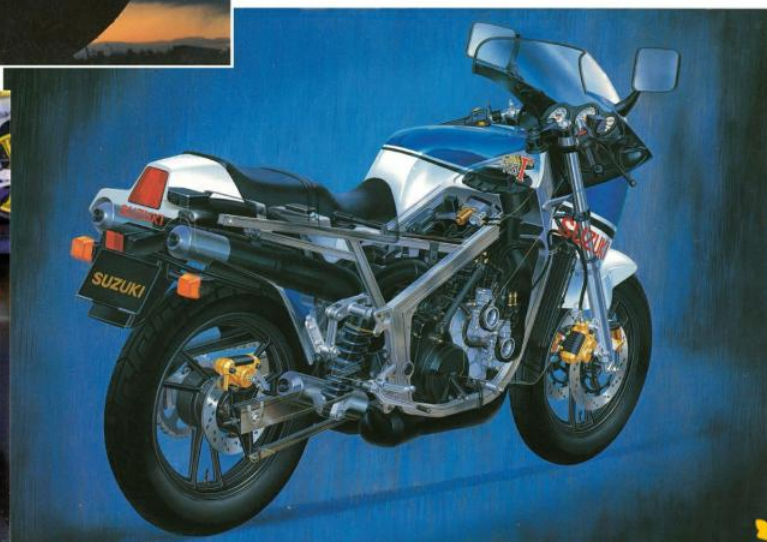
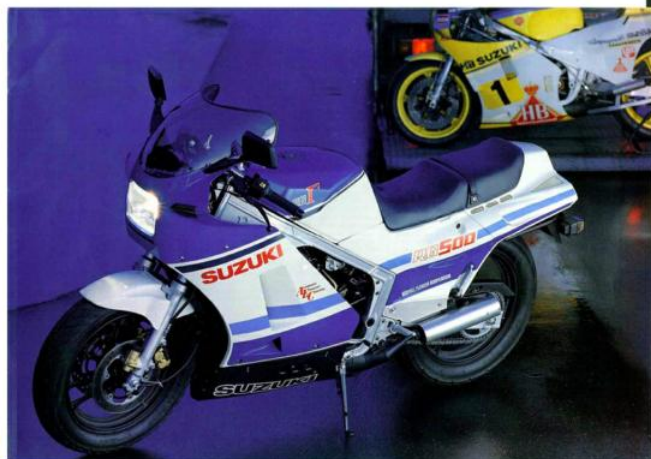
Vintage Motorcycle Club of WA (Inc)

SUZUKI RG500 - 1985 Japan

Owner: Luke Sala Tenna



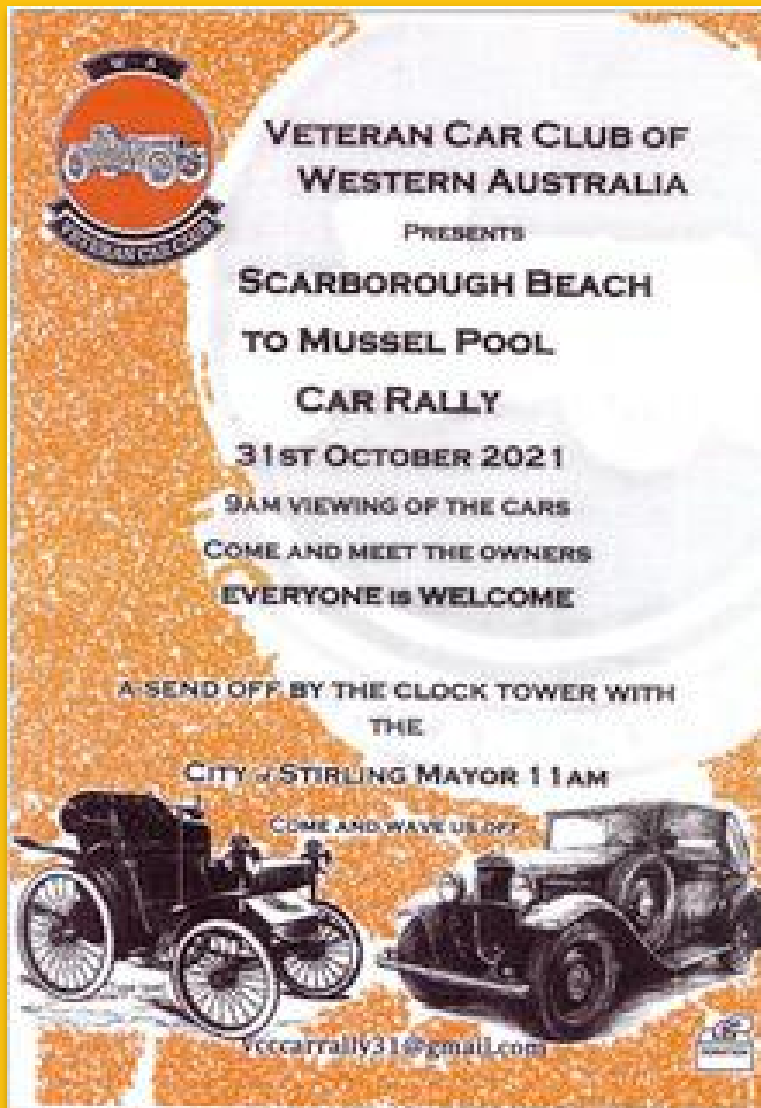
The Suzuki RG500 "Gamma" is a two stroke sports bike that was produced by Suzuki from 1985 to 1987. It was directly inspired by the series of Suzuki RG 500 Grand Prix motorcycles. Like its GP forebearers, the road-going RG was powered by a naturally aspirated, water-cooled, rotary-valve inducted, twin crank square four two-stroke engine displacing some 498 cc. The Suzuki RG500 had the misfortune to be released in Australia at the same time of the market changing Suzuki GSXR750. Faced with a choice between a racey two-stroke 500 or a race styled 750 four stroke the market largely trumped for the larger machine, the price differential being marginal. Another factor was the Yamaha RG500 coming on the market at the same time. The RG500 was the better handling and performing machine but the Suzuki did not need the competition. The RG500 was the most fun to ride and it's performance was stunning but the GSXR was the most versatile. Before long the RG500 was being offered new in the crate for \$3,999 in Perth. A bargain looking back now when RG500s are fetching a fancy premium as their collector status escalates.



BEAN 2 BROOK

Seen recently at Bean to Brook - a lovely RC30 Honda 750 V-Four & a Honda GB500TT single





October 31 - Scarborough Beach to Mussel Pool Rally VCC / VMCCWA combined event. Meet at Scarborough Square on the beachfront Scarborough (entering by Brighton Rd). Bikes must be in place by 9.00am for display. At 11.00 am the Mayor of Stirling will wave the bikes and cars off. Then travel in convoy to Mussel Pool Whiteman Park for a picnic lunch and camaraderie with the VCC members. Contact Steve Hills 0413678604



THE AUGUST ASSEMBLED MASSES AT THE AUGUST MONTHLY MEETING

Albany Section

ALBANY MATTERS

Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com

Secretary: Andrew Duncan – 0428996334 andy@urara.com.au

Bernie Wolfe - Reporter

Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. **PLEASE NOTE:** Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required.



Date	Club Runs & Events	Trailer backup
Sep 12	Kevin's Spring rally	Bill Morell
Sep 19	Gypsy Tour	Required
Oct 10	Cheyne's Beach - D.Turpin	TBA
Nov 14	Deceased Riders Memorial Run	Required
Dec 11	Christmas Charity Run	Not required



Bill arriving at Mt Barker on the 8 August Pie Run



Handasyde's Strawberry Farm



Pre31 Section

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary Pre31: Art Woldan 93303264, Treasurer: Jeff Sanders Ph. 0411750767 Fees payable to BSB 036-087 Acc 778468.
Meet every 4th Wednesday of the month. 7.30pm, Ken Marshall Room, Wattle Grove

Attached are the minutes from the 28-07-2021 meeting. Also attached are some photos from Bits & Pieces, and a bit of vintage motorbike memorabilia. The joining fee for the Pre 31 Section is \$5 and can be done at any time during the year. Most important of all, the Ken Marshall Room doesn't have a heater so Gary Tenardi brought a portable heater which greatly improved our comfort!

Meeting No. 408

28-07-2021

Opened at 7.35 pm

VMCCWA Pre 31 Section

Venue, Ken Marshall Room, Hale Road, Wattle Grove

Chaired by Ken Vincent

Members Present

Greg Boothey, Greg Hughes, Jeff Lindley, Jeff Sanders, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan

Apologies Ken Hopkins, Brian Rodwell

Visitors nil

New Members nil

Minutes of Previous Meeting Emailed by Art Woldan

Business Arising from Previous Minutes nil

Correspondence nil

Financial Report Submitted by Jeff Sanders

\$3060.30 in Westpac on 15-07-2021.

This includes credits of \$30 for six \$5 membership fees, and a debit of \$7.91 to Ken Vincent.

\$25 was allocated to the Beverley Re-Enactment after 15-07-2021, leaving \$3035.30 currently available.

Accepted, Dave Weeks

Seconded, Greg Hughes

Business Arising from Financial Report nil

Past Events

18-07 Midland Railway Workshops, by Steve Hills

Future Events

4 & 5 - 09 Beverley Re-Enactment, by Ken Vincent

Breakfast will be at the Beverley Men's Shed with the cost covered by the Pre 31 Section. The Bob Robertson Trophy will be presented to the oldest bike on the run for the first time.

8-08 Parkerville Run, by the Heritage Club, all motorcycle clubs welcome.

31-10 Scarborough Beach to Whiteman Park with the Veteran Car Club, by Steve Hills.



Business Arising from Events

Old Hotel Run. The Serpentine Hotel renovation is still incomplete so various other destinations were discussed but with no agreement on a venue.

Dating Report nil

General Business

Michael Eldon purchased a 1911 Indian single.

Richard Argus said Shane Edwards is looking for a tyre pump for round tank BSA.

Ken Vincent suggested sending a supplement with the minutes about vintage bike items that may be of interest.

Ken showed a list of people supplying specialist bike services and requested additions for the list.

Ken showed a book titled *LeVeck's Legacy* about J.A. Prestwich overhead cam singles that will be added to the Library.

Ken also showed a book titled *1921-1922 Motor Guide Book* by the Auto Club of WA and he read a section from it about driving to Kalamunda.

Bits and Pieces

Greg Hughes showed a rear wheel from a 1930 Ariel where he's going to replace the worn sprocket teeth, and he received advice about how to do it.

Jeff Lindley showed the following;

- Three and four valve heads for Royal Enfields.
- Bolts to go inside girder fork springs.
- Carburettor adjusting screws.

Greg Boothey showed a head, crankshaft and crankcase half for a 1926 Norton Model 18, and a head for a 1928-1929 Norton ES2.

Closed at 8.45pm



Pre 31 - Bits & Pieces - Show & Tell

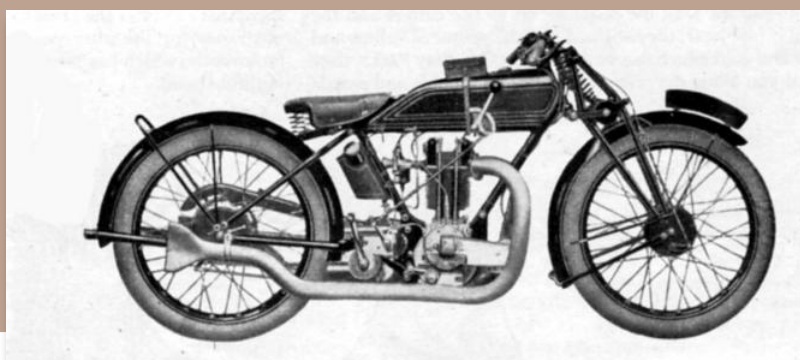
1935 Royal Enfield Sloper 3V OHV Head with Side Draft Carburettor



Royal Enfield 4 Valve Head



1926 Norton Model 18 Crankshaft and Head, and 1928-1929 ES2





Vintage Motorcycle Club of WA (Inc)

AJS 8hp Model K

1928 - England - Owner: Gary Tenardi

Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. A 5hp v-twin - the Model D - joined the range in 1912. Intended for sidecar work, the Model D was powered by a 631cc sidevalve engine and came with a 'beefed-up' version of the two-speed gearbox. The Model D's engine was enlarged to 696cc (6hp) for 1913, while a three-speed gearbox and internal expanding rear brake were additional improvements. A new, smaller 'Double-Purpose' v-twin - the 550cc Model A - arrived in November 1914, at which time the Model D was re-designed along 'A' lines and further enlarged to 748cc. Endowed with an effortlessly flexible motor and built to A J Stevens' traditionally high standards, the v-twin 'A-J' was one of the most effective and popular sidecar tugs of its day. The model remained a fixture of the range into the early 1930s, latterly with a 998cc engine.



CONCESSIONS FOR CLASSICS (C4C) - FOR MODIFIED VEHICLES

The VMCCWA is trialing the C4C concessional licensing scheme. The Club only processes C4C Registration applications for licensed vehicles that meet our objective of preserving historic motorcycles i.e. the machine is true to it's time. Why apply for C4C? Apply only if your vehicle is not basically "as manufactured" and not eligible for 404. The Club dating officer will make a judgement on whether the machine complies with the Club ethos.

What are the Vehicle Licence Concessions under the C4C scheme? The concessions are:

1. a 75% reduction on the vehicle licence component of registration fees; and
2. a reduction of the motor injury insurance component.

What are the conditions of the Concessions for Classics scheme?

A vehicle owner must maintain their financial membership with the VMCCWA to receive the C4C concession.

A vehicle licensed under the C4C scheme:

1. Can be used for a maximum of 90 days per calendar year, being 60 days to participate in motoring club sanctioned club events ('club event days'); and 30 days for personal use, road testing, maintenance and repair. A 'club event day' is a day sanctioned by a DoT approved club and publicly advertised to members in a forum such as their web-page, their social media page or club newsletter. On a 'club event day', the vehicle owner may travel to and from the official club sanctioned event. When the event ends the vehicle owner is able to continue using their vehicle for the remainder of the day without having to record a separate entry for personal use. VMCCWA members can attend another DoT approved club's event as a 'club event day' only when the VMCCWA has sanctioned the event. If sanctioned, the event will appear in the Chatter.
2. Cannot be used for fee, hire or reward.
3. Must display a 'RESTRICTED' label affixed to the top or bottom of their number plate. The label must not interfere with the display of the number plate on the vehicle. Note that special plates are not required so the vehicle may retain the existing license plates.
4. Members need to log vehicle use prior to undertaking any journey. The method of recording vehicle use adopted by the Club is that Members keep a paper logbook. A logbook template can be downloaded from the Club website or the DoT. Note that both the DoT and the Club may conduct audits of vehicle use records to ensure compliance with the C4C scheme.

PLEASE NOTE: If the vehicle is used for purposes that breach the conditions under which the concession is granted, Section 7(4) of the Road Traffic (Vehicles) Act 2012 deems the vehicle to be unlicensed. In these circumstances your Motor Vehicle Injury Insurance will generally not cover you against claims for personal or fatal injury caused to another person. In addition driving the vehicle outside the conditions applied to the vehicle licence is an infringeable offence.

Who is eligible for the Concessions for Classic Scheme?

For the Club to support an application for the C4C Scheme the following applies:

1. Applicants for a C4C concession must be the owner of a licensed motorcycle manufactured before 1990 and be a financial member of the Club. Members cannot apply on behalf of someone else.
2. A Member can apply for multiple C4C concessions if they own multiple machines that meet the criteria.
3. Only residents of Western Australia are permitted to participate in this scheme and the motorcycles involved must be domiciled in this state.
4. Machines must be dated by the VMCCWA and comply with the "spirit of the times" to be eligible.

Members shall comply with all the rules, regulations and requirements set down by the WA DoT, whilst using the C4C licensed vehicle, and Members shall comply with the DoT C4C Code of Conduct. Members shall keep a paper logbook using the DoT template in which they enter the journey before undertaking it and ensure that the log book is carried at all times the motorcycle is in use. The logbook should be filled in with pen and not pencil as pencil leaves you open to the suspicion of altering the logbook. If your membership is not renewed, or otherwise expires, you must advise the DoT as soon as the membership expires to remove the concession from the vehicle record and pay the difference in licence and motor vehicle injury insurance fees. The vehicle

is deemed invalid; meaning the vehicle is unlicensed. C4C Guide V1.2 dated 16 April 2021 3 Note that the Club is required to notify the WA DoT if you cease to be a Member of the Club.

What are the responsibilities of the VMCCWA? The Club must:

1. Maintain a register of all financial members and notify DoT of any changes to membership status within 14 days;
2. Maintain a register of financial members and their vehicles on concession which includes:
 - a) License plate, Vehicle make, model, body type and year and Vehicle Identification Number (VIN); and
 - b) Member's full name, Member's driver's licence number, Members Address (residential or postal).
3. Maintain a register of approved Club events and events sanctioned by the Club. Note that prior to a Club event, the Club must advertise details of the event in the Club Newsletter and record each event in the Club's event register;
4. Authorised officers are responsible for certifying that applicant for the concession is a current financial member of the Club in the motoring club declaration on the Concession for Classic Scheme Application (E116) form;
5. Support the continued viability and intent of the Scheme by promoting the Code of Conduct and compliance with the Scheme amongst their members;
6. Support and promote compliance with the annual vehicle usage allowance including ensuring vehicle usage records are kept. The Club may ask Members with C4C vehicles for copies of their logbooks, but may also request copies on an ad-hoc basis;
7. Retain all registers and record keeping material for a minimum period of two years;
8. On a scheduled and ad-hoc basis provide DoT with records and information for auditing and compliance with the scheme requirements; and
9. Notify DoT within 14 days when the owner of a vehicle licensed on concession is no longer a financial member of the Club and the date the person ceased being a financial member.

VMCCWA Procedure for obtaining C4C concession

C4C concessional licence requirements: This concession is only available for licensed machines manufactured prior to 1990. It is suitable for modified machines. To transfer a licensed machine to C4C you will also need to fulfil dating requirements. Members seeking C4C must make themselves familiar with DoT guidelines which can be found on the Club website.

a. Dating: For C4C licensing all machines must be dated by the Club. Dating forms are available on the website. To assist the dating official, you must supply clear photographs of your machine, machine engine number, machine frame number and VIN/compliance plate if affixed. Copies of driver's license & licence papers must also be provided. Where modifications have been made from original specifications these must be declared. The Club reserves the right not to register a machine which in the opinion of the dating officer & Management Committee does not accord with the ethos of the VMCCWA which is to preserve historic machines and is not in accord with the "spirit of the times."

b. C4C Club Registration: Once you have your machine dated, contact the Club Machine Registrar to obtain a C4C DoT form E116 which confirms your club financial membership. The Registrar will issue the form after checking you are a financial member & that the machine has been dated. Only the Club Registrar can sign the form E116 on your behalf.

c. C4C Licensing: You will need to supply DoT with the form E116 and current license papers. Proof of ownership will be required. You will need to maintain a logbook of machine use on the form which can be downloaded from the Club website. This logbook must be carried at all times when riding and made available for audit or inspection.

Please take the time and make the effort to familiarise yourself with the documents on the club website including the FAQs and Code of Conduct. As the owner of the vehicle, the onus is on you to ensure your vehicle remains compliant whilst concessionally licenced. This includes keeping an accurate record of the logbook and remaining a financial member of the club.

404 and C4C – Comparison Chart of requirements – the following chart summarises and compares provisions for 404 & C4C. 404 and C4C detailed guidelines are on the VMCCWA Club website.

Current 404	Concessions for Classics (C4C)
Logbook not required	Logbook required
Use on approved VMCCWA events i.e. those advised in Vintage Chatter & online. Travel to & from event is included. No further use permitted.	60 days use on approved VMCCWA events per calendar year, use must be logged in advance. Approved events are advised in Vintage Chatter & online. Travel to and from event included & may continue to use the vehicle for the rest of the day.
Use for genuine testing, tuning, servicing within 30kms radius from home logged in advance	Included in up to 30 days personal use per calendar year, use must be logged in advance
Impromptu use as long as logged in advance with Club via online log, via email or phone call/message to the Assistant Secretary (Metro/country members) or Albany Section Secretary (Albany area members)	Included in up to 30 day personal use/calendar year, must be logged in advance
Impromptu & genuine testing use requires logging	All use must be logged as either approved Club use or personal use, must be logged in advance
Not required to carry log	Must carry log at all times (template provided). Must be retained and produced on demand by Police Officer
Machine must be 25 years or older	Machine must be older than 1990 i.e. not a rolling program
100% reduction on vehicle licence fee and vehicle licence duty. Reduced rate on third party insurance	75% reduction on the licence fee component of the vehicle licence and reduction on motor injury insurance policy
Machine can be licensed or unlicensed at time of application	Machine must be fully licensed at time of application
Must display “Historic” Plate or sticker	Must display “Restricted” Plate or sticker
Machine must be dated to go on VMCCWA Register	Machine must be dated to go on VMCCWA Register
Machine must be unmodified & as manufactured. Machine must be physically sighted and appraised as unmodified	Machine can be modified but comply with ADRs and Design Rules. Prior to modifications being made approval must be obtained by DoT.
Club Machine Registrar must certify unmodified status on form CMC1	Not required
Must be a financial member of the VMCCWA to register machine for concession and must remain a financial member to retain concessional status.	Must be a financial member of the VMCCWA to register machine for concession and must remain a financial member to retain concessional status.
Annually by end of March, VMCCWA must advise CMC of unfinancial members with 404 concession	Annually in September, VMCCWA must advise DoT of all financial members with C4C concession

	Must maintain a register of all financial members and notify DoT of any changes to membership status within 14 days
Register must capture make, model, type, year, engine #, frame #, owner and 404 status	In addition to 404 requirements, register must capture VIN number
Primary financial member can register multiple machines in own name. Nominated partners are not entitled to the concession. Partners must be financial members in their own right to access the concession.	Primary financial member can register multiple machines in own name. Nominated partners are not entitled to the concession. Partners must be financial members in their own right to access the concession.
Members of multiple Clubs can only nominate one Club for each vehicle concession	Members of multiple Clubs can only nominate one Club for each vehicle concession
404 records can be audited by DoT	404 records can be audited by DoT (records must be retained for 2 years)
Club has responsibility to manage 404	Club expected to audit logbooks and ensure C4C use logged
	90 days use is per licensed C4C machine & is calculated across a calendar year, unused days do not carry over.
	Events of more than one day must have each day's use recorded even though it is one event.
	Events held by another club may be sanctioned by the Club but must then be recorded as a club use day. Events not sanctioned can be attended but recorded as a personal use day.
	Non-compliance – repeat offences – member will lose concession. Club may also lose approved status if members bring the Club into disrepute. All members will lose concession if that occurs.
	Must be a resident of WA and vehicle garaged in WA
Cannot be used for fee, hire or reward or other commercial use	Cannot be used for fee, hire or reward or other commercial use
Any use contrary to the Regs will deem the machine unlicensed, uninsured and without personal or 3 rd party injury cover, Drivers can be charged for infringement.	Any use contrary to the Regs will deem the machine unlicensed, uninsured and without personal or 3 rd party injury cover. Drivers can be charged for infringement.
Dob in line/email	Incident reporting – alert phone & email system – for infractions observed by members or by members of the public. Reports can be anonymous. Can report an individual or a Club.

404 vs C4C

TECHNICAL LIBRARY ONLINE

A new post on the Technical Library online is the Motorcycle Manual of 1912, a Motorcyclopaedia. Items on the online technical library can be viewed on the club website and downloaded.



Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				





"There must be foine gals where 'e come from if 'e con afford to chuck 'em away laike that!"—"London Opinion."

MARKETPLACE

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to ildottore@inet.net.au*

FOR SALE

Sidecar Chassis with leaf springs - offers - Mary Green - 0407479143

1974 Triumph T150 Trident, Consider reasonable offers, this bike has a manifold and single carb fitted which gives big mileage to the gallon compared to the triple carbs ,with very little drop in power. The triple carb parts are in a box to go with the bike. Mike PH 95275806

1971 BSA B25SS \$6000 reconditioned less than 1000 miles on it. Ready for rego , Kevin Wullemmin 040777939wullem@tpg.com.au

1982 Suzuki GSX750, \$5000 good condition on club rego – Kevin Wullemmin 040777939wullem@tpg.com.au

Douglas 350 MK111, \$4500.00 or nearest offer - not licenced no club rego got to go - Bryan Wilson : 0419960471

Moto Guzzi 2008 Norge, 1200cc, 50k, immaculate. Offers please, Phil 0417 990 907

CAFE RACER, HONDA CX500 \$4,800 – VIN 14449 – very good condition, starts well, good tyres, new battery – Full Licence PHONE: TERRY AT BIKE BUNKER BUSSELTON: 0419 554 735



INDIAN 741 1942 \$22,000 – VIN 741-3139 – New Tyres, New Battery, runs and rides perfectly – Unlicensed - PHONE: TERRY AT BIKE BUNKER BUSSELTON: 0419 554 735



BSA A7 1948 \$10,000 – VIN BA7-516278 – Fully restored –several upgrades: Electronic Ignition: 12V System: 12V Alternator, Oil Filter etc. Starts first kick – Conc. Licence: PHONE: TERRY AT BIKE BUNKER BUSSELTON: 0419 554 735

1927 Triumph N, \$16000 The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. Please contact Elliott Montagu Mob. 0400 068 097 or email pilottopilotbook@gmail.com



WANTED ITEMS

Spare parts for:- "PUCH" – Allstate (Austrian) MOTORCYCLE (Not Moped) Please phone me on 0419 554 735 anytime if you have some. Too big a list to print here. TERRY GERMAIN 0419 554 735

1932-34 BSA Blue Star: Brake Pedal or one to copy Mark 0437206285

1935 Ariel VH 500cc Twin exhaust port single Head Wanted. Described as a OHV two-port VH2 head and the single exhaust port head was the VH1. Required for a recent VH 500cc single restoration. Single exhaust outlet (VH1) considered to finish project. Barry Jenkins 0413222991

Yamaha SR250 (1980) in need of a replacement instrument cluster/speedo , if anyone has one please let me know. Hugh Gribben Phone number : 0400275418

Hi, I am chasing an early autocyce/moped. Anything will be considered, obviously something that runs or needs minimal work is preferred. Greg Eastwood 0438041072
Hi, I am chasing an early autocyce/moped. Anything will be considered, obviously something that runs or needs minimal work is preferred. Greg Eastwood 0438041072

1926 Raleigh 350cc 3 speed Sturmey-Archer gearbox & clutch. Also an in-tank oil pump. Don Price: 0478632159

Indian 741 various parts wanted:- brake back plates, cam cover, fork links, foot boards, tanks etc - Wayne 0417987504

B40 engine complete or a set of standard gearbox internals- Paul Smith 407386877

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are now manufacturing mudguards in Donnybrook for export all over the world. www.vintagesteel.com.au Ph 0497 999 011



2022 Renewals due: Please use the form below, pick one up at the Monthly meeting or go to vmccwa.com online and download. Renewals must be effected by cob 31 Dec 2021 to remain a financial member. Unfinancial members will not receive a Chatter nor remain eligible for a 404 concession (Note: your 404 machine will be unlicensed and uninsured if you are unfinancial). Active Senior members must submit a renewal form each year.



The Vintage Motor Cycle Club of WA (Incorporated) AO750092T.

MEMBERSHIP RENEWAL

Membership (tick Box) Ordinary ☒ Country ☒ Life ☒ ASM ☐

Membership Details: (Must be completed to renew regardless of membership class)

Name: _____ Membership Number: _____

Address: _____

Email: _____ Phone: _____ Mobile: _____

Name of family member if required: _____

Please note: Your name and contact address will be recorded in the Club Members' Register which can only be inspected by members with a legitimate club requirement. Your preferred contact address is an **email address**, failing which, the postal address will be used. Otherwise, information recorded above will not be accessible by members without your consent but will be recorded on the club database for club administration purposes. This is in accord with the Associations Incorporation Act 2015 and the Privacy Act. As a financial member, by default, you will be able to access the club website and the Chatter online.

Payment Details

Full Membership \$65 Country Membership \$60 Life Members \$0 Active Senior members \$30
If you wish to take the online chatter please reduce payment by \$30.00.

TOTAL PAYABLE: \$ _____

Whereby agree that I/We will abide by all the Club rules and regulations contained and also any additions that may arise from time to time.

Signed: _____ Dated:/...../..... Direct Debit Paid:/...../.....

Note 1 Country memberships are for those who reside more than 100km from the club rooms in Wattle Grove

Note 2 All memberships fall due on the **31st December each year**. Any member, who has not paid their annual subscription will be deemed to have resigned from the Club and will no longer receive the Chatter, have access to the members' website, parts store or club auctions or be entitled to concessional licensing via the VMCC of WA Inc.

Note 3: Payment on line please inform membership secretary of your payment by sending in completed form and date paid.

To Pay Your Subscription:

- Online (Preferred Method)** BSB: 126 547 Account 21998733 **Please ensure your membership # & surname is included on online payment. Please email Membership Secretary to advise that you have paid on-line**
- Cheque or money order:** Pay to VMCC of WA, Mailing address: Membership Secretary,
- Cash:** at monthly meeting from August meeting onward with this renewal form completed in full. Retain your receipt as it is your proof of membership. *Please do not send cash by mail.*

Note: Direct Deposits when made to our Bank Account **must contain your Name and membership number** as a reference, when paying. You must also post or email this form to the membership secretary or hand it in at a monthly meeting. Failure to do both will be considered as non-payment and no money will be refunded as we cannot verify the Payee.



Nominations for Committee: the Annual General Meeting will be held on 3 November 2021.

Nominations are sought for positions on the Club Management Committee. The Nomination form is on the mailing slip accompanying this issue of the Chatter & can also be downloaded on the Club website at vmccwa.com. Note: nominations can be for one position only in accord with the Associations Act requirement. Nominations must have a proposer (nominator) and the nominee must sign a declaration regarding fitness for office and commit to the Club Code of Conduct for a Committee member. Positions for elections include: Chair, Deputy Chair, Secretary, Treasurer, Communication Officer/Assistant Secretary, or as one of four general committee members.

VMCCWA COMMITTEE NOMINATION FORM – FOR USE IN ELECTIONS AT AGM 2021

Nominations are now invited to stand for election for any *one* of the following positions, either: Chair, Deputy Chair, Secretary, Treasurer, Communication Officer or as a General Committee Member. Note: under the Associations Act you may nominate for only one position. Nominations must be submitted, in writing to the Secretary by *21 Sep 21* at the latest.

NOMINATION: I wish to nominate (insert name of person)
for the position of (insert position title):

I give the following reasons for the nomination, which will be published prior to the AGM:

Name of nominator (Please print):

Membership #:

Signature:

Date:

TO BE COMPLETED BY THE NOMINEE:

Declaration: *In accepting the nomination, please certify that you satisfy the following restrictions by appending your signature below.*

I have not been convicted of, or imprisoned in the previous five years for: an indictable offence in relation to the promotion, formation or management of a body corporate; an offence involving fraud or dishonesty punishable by imprisonment for a period of not less than three months; or an offence as a Committee Member in incurring debt under section 127 of the Associations Act; I am not an undischarged bankrupt or a person whose affairs are managed under insolvency laws.

I further certify that I have read the Legal Responsibilities of a Committee Member & the Committee Member Code of Conduct outlined in the Club general Rules (online at <https://vmccwa.com/oilyrag/association-law/>). I acknowledge that I understand the legal requirements of a committee member and confirm that I will comply with the expectations in the Code of Conduct. I will always put the best interests of the Club forward in any Committee process or decision, in accord with the Associations Act. I also certify that I am not a member of a committee or an Officer of another motorcycling Club in Western Australia.

I accept the nomination for the position of:

Name (Please print):

Membership #:

Signature:

Date:

Club Contacts

THE CHATTER EXTRA is an online publication of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated.

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis - 0488915103 les@dgas.com.au

Deputy Chair: Barry O'Byrne: 0418936254 barryobyrne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550 secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

Communication/Ass't Secretary: Murray Barnard – 0434215665 ildottore@iinet.net.au

Events Coordinator: Stephen Hills – 0413678604 steve.mag@icloud.com

Committee Members:

Neil Freeman - vn_freeman@outlook.com, 0459888654

Jeff Sanders - sti22b@live.com.au Ph. 0411750767

George Loverock - loverock5590@hotmail.com



WEB & PUBLISHING TEAM

Webmaster, Chatter Editor, Publisher: Murray Barnard – 0434215665 ildottore@iinet.net.au

Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benners@iinet.net.au)

TECHNICAL OFFICERS

Registrar: Lat Fuller registrar@vmccwa.com 0468310215

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website @ vmccwa.com. Ring a dating officer for assistance if you can't use the web.

Dating Officer: Pre 1931: Michael Rock –0437999009 (michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Jeff Sanders - sti22b@live.com.au 0411750767

Machine appraisal: when seeking 404 contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,

Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Les Vogiatzakis – Dianella – 0488915103,

Murray Barnard – Roleystone- 0434215665

Hans van Leeuwen – Mount Nasura - 0419921693

Jeff Sanders - Serpentine - 0411750767

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany 0428996334

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863 membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563 sheryl_w1@bigpond.com

Spares Store: Keith Weller - 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday – 0411358428 (leave message)

CMC Rep: Les Vogiatzakis - 0488915103 –les@dgas.com.au

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required Ph. 94532728 Mob. 0457020635

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Some Views of **The Famous JAMES Works**



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CYCLE AND MOTOR WORKS



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CASTING



WHEELS



ASSEMBLY WORK



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Chris Whisson & his Norton

VINTAGE CHATTER

PLUS - Bike Ballot

Beverley Run - Sep 4/5 Pre31 only
Gypsy Tour - Sep 18/19
Concessions 4 Classics

Midland Workshops

Wet & wetter!

G80

Club Contacts



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Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benners@iinet.net.au)

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary Pre31: Art Woldan 93303264, Treasurer: Jeff Sanders Ph. 0411750767, fees payable to BSB 036-087 Acc 778468, Meet every 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

POST 70 SECTION: Coordinator: Steve Hills – 0413678604 Meetings are held on the 3rd Monday of each month. 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

ALBANY SECTION: Chair: Lynton Morgan – 0438 447 330, lynton.morgan@bigpond.com, Secretary: Andrew Duncan – 0428 996 334, andy@urara.com.au

TECHNICAL OFFICERS

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Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa

Front cover: Midland Workshops

Back cover: Pickering Brook

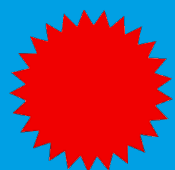


Next Chatter: The next Chatter will be the November issue. Any contributions are required by 21 September at the latest.

C4C: The Department of Transport (DoT) has introduced a Concessions for Classics (C4C) scheme for licensed modified vehicles older than 1990. 404 continues unchanged for now and is available for unmodified machines older than 25 years. The VMCCWA will trial the scheme for motorcycles & review the scheme over time to see if any issues arise. Agreed Club procedures have been uploaded to the Club website. The C4C scheme is for licensed machines only and significant modifications must be approved by DoT for the vehicle to remain licensed or to obtain a license. C4C machines will be restricted to 60 days approved Club event use and 30 days personal use per calendar year. All use must be recorded in advance in a logbook & carried on the day. The Club reserves the right to not support applications for C4C for machines which do not comply with the "spirit of the times" i.e. true to the period when the machine was manufactured. Applications for C4C can be made to the appropriate Dating Officer for the period of your machine.

Above: Keith was bemused to see his fame even extended as far as the Midland Workshops, much to his joy!

Below: This strange looking instrument has BSA moulded into it. Has anyone any idea what this may be for?



Nominations for Committee: the Annual General Meeting will be held on 3 November 2021. Nominations are sought for positions on the Club Management Committee. The Nomination form is on the mailing slip accompanying this issue of the Chatter & can also be downloaded on the Club website at vmccwa.com. Note: nominations can be for one position only in accord with the Associations Act requirement. Nominations must have a proposer (nominator) and the nominee must sign a declaration regarding fitness for office and commit to the Club Code of Conduct for a Committee member. Positions for elections include: Chair, Deputy Chair, Secretary, Treasurer, Communication Officer/Assistant Secretary, or as one of four general committee members.

Library News: new DVD's for the library donated by a member. Classic Motorcycle videos, Shed and Buried x 2, Classic Bike in The Park, the Motorbike Show series 1 to 9, Worlds Greatest Motorcycle rides x4 & Motorbike Norton special



Club Events Calendar - Stephen Hills



APPROVED CLUB EVENTS :

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: (Regular weekly events) : Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs Coffee Meet - 10am Weds - Meet at 10am Wednesday - Meet at Two Rocks Shopping Centre. Organiser - Jim Douglas
2. Eastern Suburbs/Hills Meet - 10am Thursdays - Meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook. Organiser - Stephen Hills
3. Southern suburbs - 10am Fridays - Meet at Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills

CALENDAR EVENTS: **Note:** Calendar events are held on the 3rd Sunday of each month as much as possible.

August 15 - Keith's BBQ: Meet at Keith's Emporium of fine motorcycles, 122 Bushmead Road Hazelmere 10.00am. Come and enjoy camaraderie and BBQ. Guest speaker TBA. \$5 for BBQ and refreshments. Contact Keith Weller 92742476

September 18/19 - Gypsy Tour to Albany & Denmark: the Gypsy Tour for 2021 will be a combined event with the Albany Section of the VMCCWA. On Saturday 18 Sep 21 there will be social ride in the Denmark area to vineyards/cheese factories etc. Saturday night BBQ in the campers kitchen. On the Sunday we will meet up with the Albany Section to ride with them and participate in a free BBQ at their clubrooms. WA is experiencing very strong bookings for accommodation in tourist areas. I suggest you book now for accommodation in the Denmark/Albany area. The base for the Gypsy Tour will be the Denmark Ocean Beach Caravan park. You can book online but it is best to speak to them to advise you are from the VMCCWA - Phone 1800 641 122 or 08 9848 1105. Failing this you may have to book into B&Bs or the Hotel/Motel but don't delay. Please advise Murray Barnard (0434215665 or email: ildottore@iinet.net.au) if you are attending as catering numbers will be required.



October 17 - WA TT (York): Meet at The Station Masters House car park Jacoby Rd Mundaring 9.00am for 9.30 start. Ride to York via The lakes Roadhouse. Enjoy food and refreshments from the Club events trailer and return via an alternative route to the Mundaring Hotel for refreshments and camaraderie. Plenty of trailer parking at the start point Back up provided. Contact Steve Hills 0413678604

October 31 - Scarborough Beach to Mussel Pool Rally VCC / VMCCWA combined event Meet at Scarborough Square on the beachfront Scarborough (entering by Brighton Rd). Bikes must be in place by 9.00am for display. This is a great opportunity to meet and socialise with the members of The Veteran Car Club. At 11.00 am the Mayor of Stirling will wave the bikes and cars off. Then travel in convoy to Mussel Pool Whiteman Park for a picnic lunch and camaraderie with the VCC members. This event is well suited to the older bikes, as long as you can keep up with a Model T Ford. Contact Steve Hills 0413678604

November 21 - Dam Early Run: (New Venue) Wattle Grove Club Rooms, Details TBA

December 4/5 - Orabandon (Kalgoorlie)

December 26 - Boxing Day Breakfast

Pre31 Section

Pre 31's Beverley Run - September 4-5 - restricted event - pre 31 machines only. Good news, the Beverley re-enactment run is on again, so get out your vintage or veteran bike and join us for some more fun. On Saturday and Sunday September 4th & 5th and don't forget to book a hotel room if you intend to ride up on the day before. The start time for the Saturday run will be 1.30pm and meet at the Karagullen service station on Brookton Hwy. The run commemorates the first motorcycle road race in WA. For pre 31 motorcycle only. Entry forms on the web site or enter on the day. Beverley Hotel 9646 1190 or Freemason Tavern 9646 1347. Contact: Ken Vincent 0439 294 366.

GYPSY TOUR 2021

Denmark & Albany



LAST CHANCE: PLEASE REGISTER FOR THE GYPSY TOUR

The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery for Metro riders. As well is a fabulous opportunity to relax and meet up with the Albany Section members. The Gypsy Tour for 2021 is based in Denmark. The event will be held on the weekend of September 18 & 19. Event details in the next Chatter.

A feature of the Gypsy Tour on the Saturday is a visit to a cheese and wine farms, a ride through the Karri forest and a lunch stop out of town. On the Sunday the Albany Section kindly caters for the event with morning tea at Torbay Hall & a Club supplied BBQ at the Section clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering.

Please register by emailing Murray Barnard on ildottore@iinet.net.au or by phoning Mob. 0434215665.





WELFARE REPORT

by Adrian White

Recently, an elderly, retired and much respected member of our club was confronted at his front door by a complete stranger, who obviously knew of his collection of bikes. He asked if any, or all, were for sale; the response being firmly negative, he left with no further ado. The visitor indicated he was a Club member, or knew one. His exchange was very unsettling for our senior member, who has health problems. He deemed it necessary to improve the security of his bikes, but still worries that knowledge of his collection is out there. This event may well be perfectly ordinary, someone chasing a bike or project. We hope that to be the case, but there are those with dollar signs in their eyes and a laptop at the ready, who love to get their grubby hands on old bikes and bits, to be marketed online. We've encountered a few over the years, and denied membership to some. Problems such as this shouldn't arise. If someone wants to sell bikes, they will advertise the fact. We are all guardians of phone numbers and addresses, they are not our property to pass on. It's common courtesy to notify someone if you want to pass on such information. Members have, collectively, a huge amount of valuable bikes and equipment. Knowledge of this doesn't give you the right to broadcast same. If you think it may be of advantage to connect two members, contact the proposed recipient first. Simple, really. Good manners. And a good helping of caution dealing with people and their privacy, and property.

Dave Ward, member #100, is suffering the wear and tear of 87 years. He's in good spirits; when last I spoke with Dave, he said he felt better than he had done for some time. We hope this continues.

Also feeling age-related health problems, including emphysema, is Life Member #96, Jim Clark. It was great to see Jim at the Machinery Preservation Club's social day on July 18. We hope modern medicine can improve Jim's quality of life.

Quarantined member #509 Norm Veitch is to undergo prostate surgery during August. Norm, we wish you a pain-free and successful operation.

Non-member Kerry, known to many of us at K&D Chrome, lost everything, as his home and treasures were destroyed in the Wooroloo bush fire. Showing resilience many would struggle to match, Kerry is back at work and planning to rebuild. Good on you!

FRIENDS IN NEED: We've had a very encouraging response, from those willing to help, but not a lot needing help. I suspect some may be reluctant to actually ask for assistance, but deserve it. If you know of anyone in this situation, please call, we will make a very tactful approach. It's no discredit to need a bit of help as the years fly by!

Management Committee

Please note: there are no minutes of the July Monthly meeting as it was cancelled at short notice due to Covid lockdown restrictions.

Precis of Minutes - June 2021

1. 10 new member applications approved
2. Honour Board updated
3. Albany Section to be paid \$500 to help cover costs of Hall Hire & collegiate BBQ on Gypsy Tour
4. Club to support C4C concessional license scheme as a service to members with modified machines

Precis of Minutes - July 2021

1. Key register updated
2. Ballot of bikes has recovered \$32,000 to date
3. 16 new member applications approved
4. South-West 2 Day rally to be organised for April 2022
5. Southern area Coffee Meetup at Pengos Cafe Shoalwater Friday mornings from 10.00am agreed
6. Certificates of Appreciation to Paul Armstrong, Kevin Palfrey & Roger Bittner for service to Albany Section agreed
7. Guttering to be replaced at Maddington Unit
8. Membership fees for 2022 to be unchanged

Bikes for sale by Ballot: The stock of complete and assembled machines for sale by the Club is now exhausted. The choice now is for fenced lots of unassembled parts for motorcycles for restoration. The lots will be as complete as can be managed from the stock available. Priced accordingly and still a bargain for members. The latest offerings are detailed at page 27 (inside back cover).

BEAN 2 BROOK

Some snaps from the weekly Bean 2 Brook social meet at Pickering Brook- 10am Thursdays: Been a bit light on lately, too bloody wet! More outdoor seating as well, including a fire-engine red love seat!



Albany Section

ALBANY MATTERS

Andrew Duncan, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Lynton Morgan or the section secretary, Andrew Duncan. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. **NOTE** Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

Date	Club Runs & Events	Trailer backup
Sep 12	Kevin's Spring Rally	Bill Morrell
Sep 19	Gypsy Tour	Required
Oct 10	Cheynes Beach - D.Turpin	TBA
Nov 14	Deceased Riders Memorial Run	Required
Dec 11	Christmas Charity Run	Not required
Dec 12	Christmas Tree Run	Required

PLEASE NOTE, Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the section for club events. Members requiring use of the trailer must first get authorisation from a section committee member before going to pick up the trailer.

Chair's report on the Albany Section of the Vintage Motorcycle Club for 2021

The Albany section has once again had a great twelve months, great club runs, great coffee runs and all in all a great year of socialising with other members, following on from the Covid restrictions in the prior twelve months. the year before. Once again we have attracted new members, new motorcycles as in over twenty five years old, which have been purchased, and registered, by some of the members, which is great to see, a hot water system has been purchased and installed by members into the Chalet. This we hope will make it easier for club runs and the Gypsy tour ride events when cleaning up after is required. Also new steps at the rear of the chalet the old replaced, has been organised, as well as painting of the steps and rails, has been done, by the members of the section, well done, to all involved!

The section does have a very healthy bank balance at the moment, this has occurred from the gold coin donations of the coffee and club runs being well attended. with up to twenty seven or more section members taking part in these events which have proved over the years to be very popular. This has also allowed the section to comfortably make quite large donations to the charities of which we support. Numerous club events or club runs have taken place, some spring to mind, Lynton and Ron's run, Lloyd's, raffle run, Robin's sidecar pie run to Denmark, Northie's run stopping at Wilson's wreckers, Dick and Christine's run out to Cheynes beach, The flourish Cambodia run, sadly not finishing at the usual location instead at the Chalet, but still we raised a great deal of money for this this great charity, Andie's cake and coffee run, fully paid for and organised by Andie.

The Bikers charity run for the Salvation Armies Christmas funds appeal, although number were slightly down we raised a new record of the amount of cash as well as vouchers donated, the section Christmas tree at the Chalet was well attended, The Gypsy tour which also included our deceased riders run, once again proved to be a great social event between Perth and Albany section members and was well attended by all the riders, partners and children involved. And I would like to thank all of our secretary, treasurer, executive committee and section members, for their help, support and efforts in making all of these events possible, also to express my thanks for their work and generosity, that these members have freely made available in prizes, raffles, organisation of club runs, backup duties, maintenance and care of the chalet etc. If I have missed out anyone please accept my apologies. I have made great friends and comrades, during my roles in the committee of the section as well as a being a member of it, and look forward to seeing the section go forward and progress into the future. In closing I am stepping down from my role as chairperson this year, I feel that it is not good for any organisation to continually have the same leadership year after year, and that with new members who can now step up to lead the Albany section into even a greater and prouder future, in the coming years.

Paul Armstrong



Albany Section

CITY HIGHLIGHTS – IAN'S RUN - 11th JULY 2021

Albany's famed cold wet winter has returned with a vengeance this year but relented on Sunday, thankfully, which encouraged 23 bikes and their owners to turn up at the Old Gaol for a ride around town with lots of socializing first; of course! The bikes (not the owners) ranged from WW2 to modern days. This winter the storms have been more destructive with a lot of trees down and roads damaged by local flooding so a run closer to home was preferable. With 10am making its appearance everyone saddled up and headed for our first stop at the Wind Farm via the twisties of Robinson; a few took an unplanned longer ride through Robinson; apparently? (Robinson roads seem to have a habit of causing that!) More socializing in the break, then it was down to Frenchies café for a coffee break. For those who purchased a coffee, there was a L-O-N-G wait! (or an excuse for more socializing?) Eventually most headed off for our 2nd destination – Mt. Melville for a look over our City from the west, then across town to Mt. Clarence for an easterly view. Unfortunately time precluded visiting Mt. Adelaide and the decision was made to head to our final destination, Emu Pt. and fish & chips at the Squid Shack. We seemed to have "lost" 10 bikes on the way but the owners of the 13 that did turn up enjoyed the camaraderie of their fellow members until about 3pm when the last ones headed home. A pleasant day amongst the chilly winter days for friends to enjoy a ride together and each other's company over a coffee or lunch. Thanks for organizing the ride Ian! There were no customers for the back up trailer; a good result. *Bernie*



David, Phil with Lloyd on his 1953 VB 600cc Ariel

Albany Section

Minutes of Annual General Meeting of the VMCC of WA (Albany held at The Chalet, July 1st 2021)

There were 12 members present. The minutes of the previous meeting were read and accepted- and confirmed as a true record. Proposed Bill Morrell, 2nd Ian Redman. Reports from the Chairman and secretary were read & accepted.

The chairman called all positions vacant. All positions were filled.

Chair, Lynton Morgan; Deputy Chair, Lou Anderson; Secretary, Andrew Duncan; Vice secretary, Lou Anderson; Treasurer, John Banks; Property Manager, Bernie Wolfe; Librarian, Bernie Wolfe; Scribe, Bernie Wolfe

All members present thanked the office bearers for accepting their positions.

GENERAL MEETING OF V.M.C.C. OF W.A. (Albany Section) - Held at THE CHALET, LITTLE GROVE on 1/7/2021

Opened at 7.50. Chair L.Morgan, Members present 22, Previous Meeting Minutes 3/6/2021 -Read and accepted- B.Wolfe , Sec. J.Northcott

Business Arising:

Licensing provisions – From April 2022 logbooks will be required for (Ed. C4C) concessional bike use. Logbook must be carried whilst riding. 60 club rides / annum. 30km out on test run. No requirement for Club to record individual use, but events to be recorded. An APP for phone use/recording possible.

Charity run – Event application in. Procession application needs to be finalized – I.Morgan to finalize .

Correspondence: Concessions for Classics(C4C) Scheme, Concessions for Classics -Code of Conduct, Thanks to Chair and Secretary (Perth) & New membership forms. Correspondence accepted- P.Armstrong, Sec A.Wust

T

reasurers Report – John Banks, See Att. Financial details

- 1) Change of Bank details – To be clarified with Westpac
- 2) J. Banks clarified Treasurers role
- 3) Coffee Run - \$ collection, Three alternatives persons nominated – P. Armstrong, J. Northcott or J. Banks
- 4) Payments to be moved as motion at meeting through Chair
- 5) J. Douglas- Auditing from Perth on an ongoing basis
- 6) A vote of thanks to K. Palfrey for his role as Treasurer over the past 3 1/2 years

Report accepted- Armstrong, I. Redman

Library – Nil

Chalet – Rent account to Treasurer.

General Business

- 1) Club Runs:
 - July 11th -I.Redman – Hilltops , Windfarm ,Chalet. Backup B.Wolfe
 - August 8th -A.Wust – Pie Run to Mt Barker . Backup I.Redman
 - September 12th – K.Palfey , Spring Rally. Backup?
 - 19th- Gypsy Tour
 - October 10th -D.Turpin , Cheynes Beach. Backup?
 - December – Charity Ride / Christmas Tree
- 2) Discussion in relation to informing membership using electronic medium – preference for a monthly email advising ride details
- 3) Discussion in relation to membership and obligations. – Onus is on the rider to be a financial member.
- 4) Member Data base is confidential.
- 5) New Albany members, Can these be specified in the Albany report in the Chatter? (E. Shekell)
- 6) Discussion in relation to Coffee Run venues. Nippers will be closed for the foreseeable future.
- 7) P.Armstrong thanked those who were elected onto the incoming AGM positions.

Meeting closed 8.43.

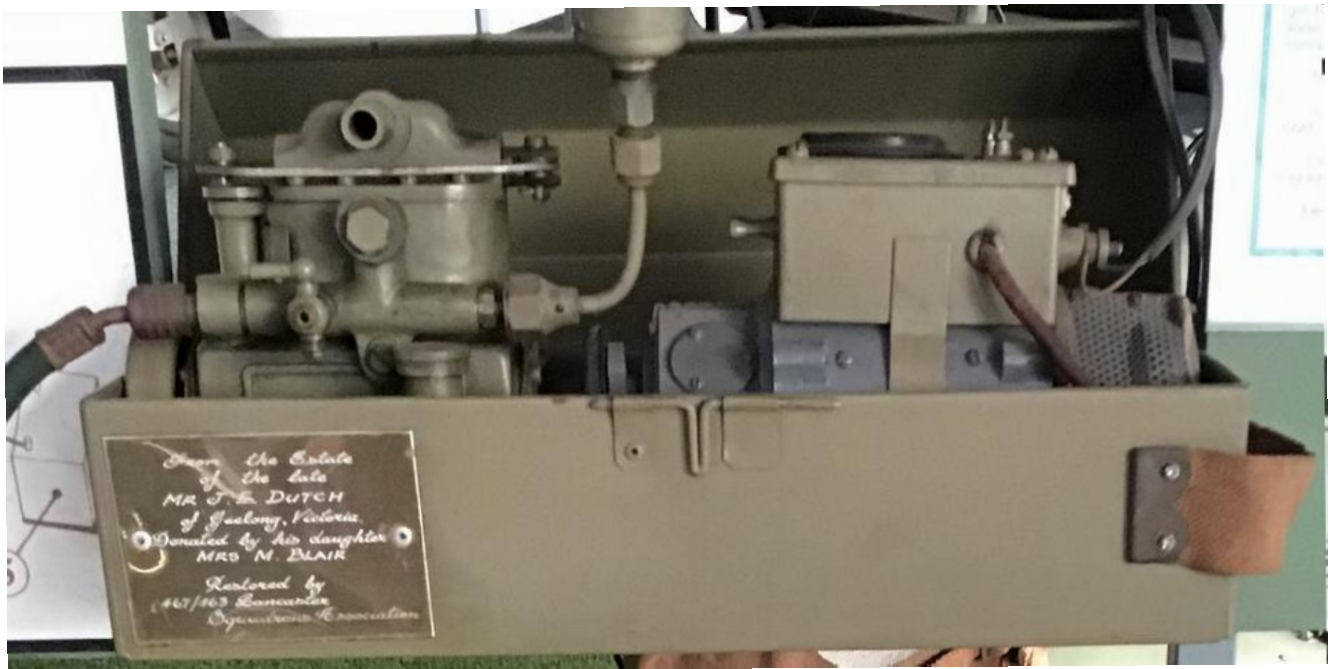
Numb Bums & Oily Rags by Adrian White

Our Club run to the Bull Creek Museum never fails to interest; sure enough, I found an previously unseen treasure. A steam powered battery charger, no less! These units were designed in England for air dropping to the underground resistance fighters operating in continental Europe.

This was because of the harsh and prolonged treatment meted out by the Gestapo, until death, to anyone caught with a car-type battery used to power the clandestine radios. Young people, mainly girls, would carry the battery to be recharged, usually on a push bike, well away from the transmitter itself. They wouldn't know the location of the transmitter, but would be tortured mercilessly if caught by the Gestapo or French Police. To overcome this weak and dangerous link in the vital radio security, and enable transmission from powerless locations, there was desperate need for a power source that was both efficient and very discreet.

The British, with their backs to the wall, used their traditional ingenuity and put together an existing steam engine, with a standard truck generator. Steam was supplied from a normal commercial pressure cooker, using a wood fire. The engine-generator fits in what looks like a normal working man's lunch case, which itself fits into the pressure cooker along with the fire grill for it to stand on. They were dropped by parachute and only needed water and a fire to begin generating. Placed on the stove, they looked like a normal kitchen utility. This was an obvious intention.

The unit pictured was used in Northern coastwatch in Japanese held territory, and supplied to the museum by the late F/Lt Blair's family (467 Lancasters RAAF). Engine is a Stuart Turner single acting rotary valve, 1" square bore, and they are still available. Electricians are standard 1940 era truck generators.



ROLAND GARROS (6 /10 /88 - 5 / 10/ 18): That run cleared up another mystery for me. No-one, including my tennis loving wife, had any idea who Roland Garros might have been, most assuming he'd been a tennis player. Not so, he was a fearless aviator, in an era when the only weapons available to fighter pilots and observers were normal hand guns and rifles, plus the odd house brick, very ineffective. He was, in 1913, the first aviator to fly across the Mediterranean Sea. Garros mounted two machine guns in front of his cockpit and devised a method of firing through the propeller, without blowing it to pieces. In a very short time he'd shot down three (no doubt very surprised) Germans, before a lucky anti-aircraft shot made him a prisoner of war. Three years later, seriously ill, he escaped, and made his way to England, where he insisted on returning to active flying duty. He added one more kill to his tally, but his aircraft was mortally damaged; he died in the ensuing crash. So he was unable to destroy his first crashed aeroplane, so the enemy were pleased to help themselves to his through-the-propeller technology.



JOHNATHON RAY, six times World Superbike champion, holder of countless lap and race records, is now the proud owner of a road bike licence, having just passed his test. This he found "rather stressful".

Passing Parade

Motor Cyclist's Strange Experience

Concussion and severe facial lacerations were suffered by Joseph Stain (about 24), single, of Fifth-avenue, Inglewood, early yesterday morning on the Williams road, the result, it is thought, of a collision between the motor cycle he was riding and a kangaroo. After the accident Mr. Stain was able to mount his machine and ride on, but he subsequently collapsed.

He left Perth about 3 o'clock yesterday morning to ride to Albany, where his brother was to compete in a motor cycle race, and the first intimation that anything was amiss was when he rode up to a tearoom and garage at Riverview, about a mile from Bannister. His face was covered with blood, and the right side of his head was severely lacerated. He demanded petrol, but when he tried to get off the cycle he collapsed. The proprietor of the tearoom summoned a doctor from Narrogin, about 60 miles away, and the doctor arrived about 9 a.m. He was accompanied by a St. John ambulance driven by the Mayor of Narrogin (Mr. J. P. Myers), one of the association's volunteer drivers. The injured man was then taken to the Williams District Hospital, about 32 miles from the tearoom.

When the motor cycle was examined at Riverview it was found that hairs, apparently those of a kangaroo, were adhering to the front. The headlight was badly smashed and there was blood on the front number-plate. The collision is thought to have occurred somewhere along the eight-mile stretch of road between the Half-way House, which is about 60 miles from Perth, and the tearoom where the young man collapsed.

The West Australian 19-4-1938



A Familiar Figure in Motor Cycling Circles

Bob Long's performance in the recent 24 hours' reliability trial stamps him as a good rider. His Pastoralist model Triumph finished in mechanically perfect order, and Bob says it did what any other Pastoralist model would do—"Just kept on going like a watch." A similar model to this just broke a world's record in Victoria by covering 5835 miles in 202 hours 55 minutes without stopping the engine, and pulling a heavy sidecar, under A.C.U. observation. The oil mileage was 12,800 m.p.g., and average speed was 30 m.p.h.

Sunday Times 6 Jan 1935



3 friends near Kojonup in the late 20s

ACROSS AUSTRALIA BY MOTOR CYCLE

School Teacher Who Wanted to Learn About W.A.

A Victorian sufficiently interested in Western Australia to make a motor cycle tour of the State is a rarity, but we met one last week, a school teacher who is so anxious to instil truths about W.A. into the minds of his juvenile charges that he has journeyed across the continent by motor cycle to correct, by personal observation, erroneous impressions formed from the text books.

The gentlemen in question is Mr. E. M. Bankin, of Melbourne. Chatting with a representative of "The Sunday Times" last week he stated that Eastern States interest in W.A. has been quickened of late, largely owing to the move for Secession.

"Thinking people," he says, "are asking why a State with such a record of loyalty to Commonwealth and Crown should seek to secede from the former. They realise that there must be valid and pressing reasons. Quite apart from that aspect, however, our knowledge of W.A. is negligible, based mostly on books and information hopelessly out of date. It is my intention to see all I can of this State and speak for it when I return."

Since his arrival, Mr. Bankin has toured the South-West and Southern districts, and he proposes to visit the goldfields, and if possible, the North. Unfortunately his time is limited to the annual school holidays, though he has already secured a week's extension. He will visit Northern centres before returning per motor cycle to Melbourne.

Mr. Bankin's machine is a pastoralist model Triumph. Very careful thought was given to the selection of the mount, and the pastoralist Triumph was chosen on the advice of experts for its robustness and economy, and the protection of its working parts against the intrusion of grit, dirt and other foreign matter.

His choice has been justified by the fact that he has already ridden the machine from Melbourne to Shepparton, and thence to Adelaide and Perth, and toured the South-West and South-

ton, and thence to Adelaide and Perth, and toured the South-West and Southern districts since arriving here without the slightest trouble.

"When a similar model Triumph broke the world's non-stop-engine run in Victoria recently, just after I had purchased my machine, I felt I had secured the right mount," he remarked. "Now, from experience, I know."

The machine carried over 300lb. load, including seven gallons of petrol and two gallons of water.

Mr. Bankin's tour is a preliminary to a motor cycle jaunt to England, which he contemplates. He intends to leave Melbourne in July, ride to Darwin, ship to Surabaya, ride to Batavia, ship to Singapore, and then ride, with the exception of compulsory water breaks, to England.

Naturally, in a 3000 mile ride Mr. Bankin has had some interesting and amusing experiences. His most pleasing impression, however, was the amazing hospitality of the people with whom he came in contact.

More power to him for his honesty of purpose.

Postscript: In December 1935 Ellis set off again seeking to visit the remote Musgrave Ranges and become the first motorist to reach Uluru. Arriving in Birdsville Bankin looped around to Alice Springs. Uluru still beckoned. His last contact with civilisation was at Ernabella Homestead south of Alice on 13 January 1936. From there he headed towards Mount Conner, apparently he suffered a fall and died of dehydration. A sad end.

Sunday Times - 20 January 1935



Mr. E. M. Bankin, of Melbourne, snapped on the pastoralist model Triumph motor cycle, on which he has ridden from Victoria and is touring W.A.

Mr. E. M. Bankin, a Melbourne school teacher, who recently overlanded to Perth on a "Pastoralist" model Triumph motor cycle, has completed his return journey to Melbourne safely. Mr. Bankin states that he had a good trip across, and that on arrival at Melbourne his machine ticked over as though it had only done a few hundred miles.

Sunday Times - 24 February 1935

Note: Ellis Bankin covered 5,000 miles in his journey



1925 Mrs Gibbs' Railway Refreshment Rooms at Armadale with a chap on his Douglas (see below)






George Mclure on his Ariel, Marble Bar 1940

Left: the bargain basement Red Panther for 1935
Below: 1938 DKW with electric start!

HERE ! The 1935
P & M
RED  **PANTHER**

FAST—65-70 M.P.H.
ECONOMICAL—115 M.P.G.
EFFICIENT—6½ to 1 Comp.
HANDSOME—Chrome Finish!



THE RED PANTHER has everything you desire in a modern machine — Beautiful Finish — High Performance — Great Economy—and

LOW PRICE

FROM **£67/10/-** ALL ON—ELECTRIC

This is the Motor All England has gone wild about. DON'T DELAY.

GET YOUR RED PANTHER CATALOGUE NOW
WE'LL TRADE YOUR OLD MOTOR AS DEPOSIT
Write or Call

The
Armstrong Cycle & Motor Agency
Fremantle—Perth: Sole W.A. Distributors—Kalgoorlie



The ONLY
Motorcycle with Electric
SELF STARTER

—the RECORD-BREAKING
DKW

Choose from 6 Models

It's worth to start our advertisement, write for our free illustrated catalogue.

100 c.c.	£52/10/-
A sturdy model with plenty of power and a petrol consumption of 100 m.p.g. It's cheaper than most!	
200 c.c.	£68/15/-
A powerful two-speed model—will take the partner anywhere. Beautifully streamlined throughout.	
200 c.c.	£82/10/-
De-luxe model with every accessory including "Press Button" Self Starter. Specially tuned for speed.	
250 c.c.	£82/15/-
Very fast super sports model complete with built-in speeds, etc. Specially tuned for speed.	
350 c.c.	£92/15/-
A real competition model, specially built for high speed work and long distance touring at speed.	
500 c.c.	£127/10/-
The world beating Twin with almost incredible acceleration and speed. De-luxe model with self-starter and all accessories.	

250 c.c. Model.



You'll thrill to the surging power—the flicking speed and glowing streamlined appearance of the world record-breaking D.K.W. "Why," you ask, "is the D.K.W. so far advanced?" Just note these thrilling new features, unheard of in any other make: Push-Button Self Starter! Built-in Speedometer! Extra Powerful Lighting Set! Combined Head and Foot Controls, and Gear Controls! All these and other revolutionary improvements are ADDITIONAL to the usual standard equipment on better class motor cycles!

21 WORLD RECORDS !

The proof is conclusive—the D.K.W. holds 21 world records! It sets twice as fast as the nearest competitor! It wins all along the line in phenomenal running economy—reliability—durability—and downright VALUE! When you ride a D.K.W. you ride the world's most advanced motor cycle—and above all, a D.K.W. costs less—its economy costs less—than an ordinary motor cycle!

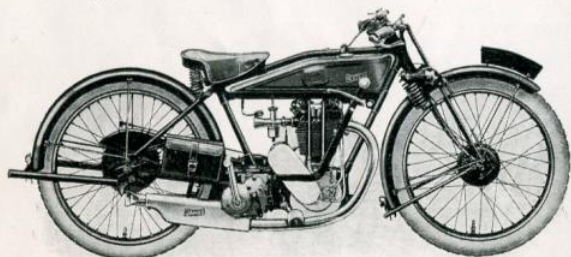
BINNS MOTORS
280 Albany-road, Victoria Park.
PHONE ———— M1 160

VERY EASY TERMS
Gladly Arranged !

PROGRAMME for 1926



No. 17.	250 c.c. 4-stroke Lightweight	£40 0 0
No. 11.	350 c.c.	£46 0 0
No. 18.	350 c.c. O.H.V. (illustrated)	£67 0 0
No. 12.	500 c.c. Sports Twin . . .	£60 0 0
No. 19.	550 c.c. Dual Purpose Mount	£58 0 0
No. 10.	750 c.c. De Luxe Twin . . .	£80 0 0



The Famous JAMES No. 18 350 c.c. O.H.V.
The Premier Super Sports Motor Cycle

Ask for free catalogue fully describing all models

THE JAMES CYCLE CO LTD
GREET :: BIRMINGHAM

LONDON SHOWROOMS: 22, HOLBORN VIADUCT, E.C.1

*Rules of
the Road*



With the compliments of

THE JAMES CYCLE CO. LTD.
LONDON AND BIRMINGHAM

POLICE SIGNALS + DRIVERS' SIGNALS



1. To stop
a vehicle
approaching
**from the
front.**



1. "I am
going to
stop."



2. To stop
a vehicle
approaching
from behind.



2. "I am
going to turn
to right
(or off side)."



3. To signal
forward a
vehicle
stopped by
Signal No. 1.



3. "I am
going to
slow down."



4. To signal
forward a
vehicle
approaching
from side.



4. "Come
past me on
my right."

Things a Motor Cyclist should NEVER do

NEVER change direction, slow down, or stop suddenly, without giving the correct signal to suit the action.

NEVER "cut" corners or go round them on the wrong side of the road.

NEVER pass tramcars on the off side unless you are sure the opposite track is clear.

NEVER drive so close behind a vehicle as to be unable to avoid a collision if it stops suddenly.

NEVER force your way through a crowd of people boarding or alighting from a tramcar or omnibus.

NEVER hesitate to light your lamps before the legal lighting-up time if poor visibility requires it.

NEVER fail to stop after an accident in which your cycle is even remotely concerned, whether you consider the occurrence your fault or not.

NEVER admit liability for an accident until the circumstances are properly investigated.

NEVER under any circumstances interfere with the Police in the discharge of their duties.

NEVER hold to the crown of the road unnecessarily.

NEVER overtake a vehicle on a bend or a crossing.

NEVER "cut-in" between moving vehicles.

NEVER buy any make other than the "James"

Things a Motor Cyclist should ALWAYS do

ALWAYS heed warning signs and speed-limit notices.

ALWAYS slow down at cross roads and bends, and sound your horn.

ALWAYS listen for warning signals from the rear.

ALWAYS overtake on the right or off side.

ALWAYS sound the horn before overtaking.

ALWAYS give the proper signals before you stop, turn to the right, or slow down.

ALWAYS when descending a hill give precedence to vehicles ascending.

ALWAYS exercise special caution in passing schools.

ALWAYS assume that children, either on the pathway or in the road, will do the "wrong thing," and ride with caution.

ALWAYS obey immediately any direction by the Police.

ALWAYS carry your driving licence, and be sure it is current.

ALWAYS beware of the cab driver who, sighting a "fare" on the footpath, makes a sudden turn to pick him up.

ALWAYS remember that electric trams can pull up more quickly than other vehicles; do not ride too closely behind them.

ALWAYS remember that a person may emerge from behind a stationary lorry, tramcar, or omnibus.

ALWAYS be particularly careful in passing cattle, and do not hesitate to go dead slow if animals are on the road.


ALWAYS be particularly alert when riding immediately behind a car equipped with four-wheel brakes.

ALWAYS ride a Famous "James" Motor Cycle

The Road is yours only when you can see it

"The Famous James Rules the Road"

POINTS OF LAW

WHICH OWNERS OF  MOTOR CYCLES SHOULD KNOW

REGISTRATION.—A Motor Cycle must be registered with the Council of County or County Borough in which it is ordinarily kept, and the Registration Book and Excise Licence Card obtained from such Council, but a purchaser may take out a licence with the Council in whose area the purchase is made, such Council immediately thereafter transferring all documents to the "Home" Council.

EXCISE LICENCE.—This having been procured as above, must be placed in a conspicuous position on the near side of the handlebar.

DRIVING LICENCE.—Application must be made to the Council of the County or County Borough in which applicant is resident. Fee for Licence is 5s.

It is valid for twelve months from the date on which it is granted, and can be renewed; particulars of any endorsement must be given on the application for renewal. A clear record for three years entitles a driver to have endorsements removed from his Licence.

Any person over the age of 14 years may be granted a Licence to drive a Motor Cycle.

A Motor Cycle shall only be driven by a licensed person, but a Driving Licence is not limited to any particular Motor Cycle.

A driver of a Motor Cycle must carry his Driving Licence when driving, and must, on demand, produce it at any time to any constable.

OWNERSHIP.—On change of ownership the old owner must hand the Registration Book to the new owner, and must notify, in writing, the Council with whom the Motor Cycle is registered. The new owner (unless he does not intend to use it on the public roads, except as a dealer with a Trade Licence) must fill in the Registration Book as directed, and forward it to the Council registering the Motor Cycle.

IDENTIFICATION PLATES.—Must be fixed on the back and front of the Motor Cycle, or on any vehicle attached thereto. Full details as to size, position, etc., are given in the Road Vehicles (Registration and Licensing) Regulations, 1924, and are well known to Motor Dealers.

ILLUMINATION.—Between one hour after sunset and one hour before sunrise a Motor Cycle must carry:—

Motor Cycle (Solo).

- (a) White light at front.
- (b) Light to illuminate one of the identification plates.

Motor Cycle with Side-car attached to near side.

- (a) White light at front.
- (b) Red light visible to rear, or red light at rear.
- (c) Light to illuminate one of the identification plates.

Motor Cycle with Side-car attached to off side.

- (a) White light at front on extreme off side of side-car.
- (b) Red light visible to rear, or red light at rear on off side of side-car.
- (c) Light to illuminate one of the identification plates.

In all the above cases the identification plate must be illuminated between half an hour after sunset and half an hour before sunrise.

SPEED.—A Motor Cycle must not be driven on a public highway, or on any road which the public are entitled to use, at a speed exceeding 20 miles per hour, or in excess of any local speed limit, a notice of which is always placed in a conspicuous position, nor may a Motor Cycle be driven on a prohibited road (indicated by a round red disc placed at the end of it).

ROADWORTHINESS.—A Motor Cycle and all the fittings must be in such a condition as not to cause, or to be likely to cause, danger to any person on the Motor Cycle or on the highway.

CUT-OUT.—No cut-out, or other device, shall be used which will allow the exhaust gases from the engine to escape without first passing through a silencer, or other contrivance, suitable and sufficient to reduce noise as far as practicable.

DANGEROUS DRIVING.—A person driving at a dangerous speed, or in a dangerous manner, to the common danger, or driving recklessly or negligently, commits an offence.

A police constable may arrest without a warrant any driver who commits any such offence within his view, if such driver refuses to give his name and address, or refuses to produce his Driving Licence on demand, or if the Motor Cycle does not bear the requisite mark of identification.

OBSTRUCTION.—The driver of a Motor Cycle shall not negligently or wilfully prevent, hinder, or interrupt the through passage of any person, carriage, horse or cattle on any highway, and shall keep his Motor Cycle and any vehicle drawn thereby on the left or near side of the road for the purpose of allowing such passage.

A person in charge of a Motor Cycle must not leave it without first having taken due precautions to prevent it from being started in his absence.

ACCIDENTS.—Upon meeting with an accident the driver should stop immediately. If requested so to do, he must give his name and address, and name and address of the owner, and particulars of the registration mark or number of the Motor Cycle.



MISS L. BALL
The World's Premier
Lady Motor Cyclist

THIS IS THE MACHINE
ridden by Miss Ball and the Famous
James Team in the 1925 and 1924
English, Scottish and International
6 days' (1,000 miles) Trials, gaining
Highest Honours in all



THE FAMOUS JAMES
TEAM
The outstanding "star"
riders



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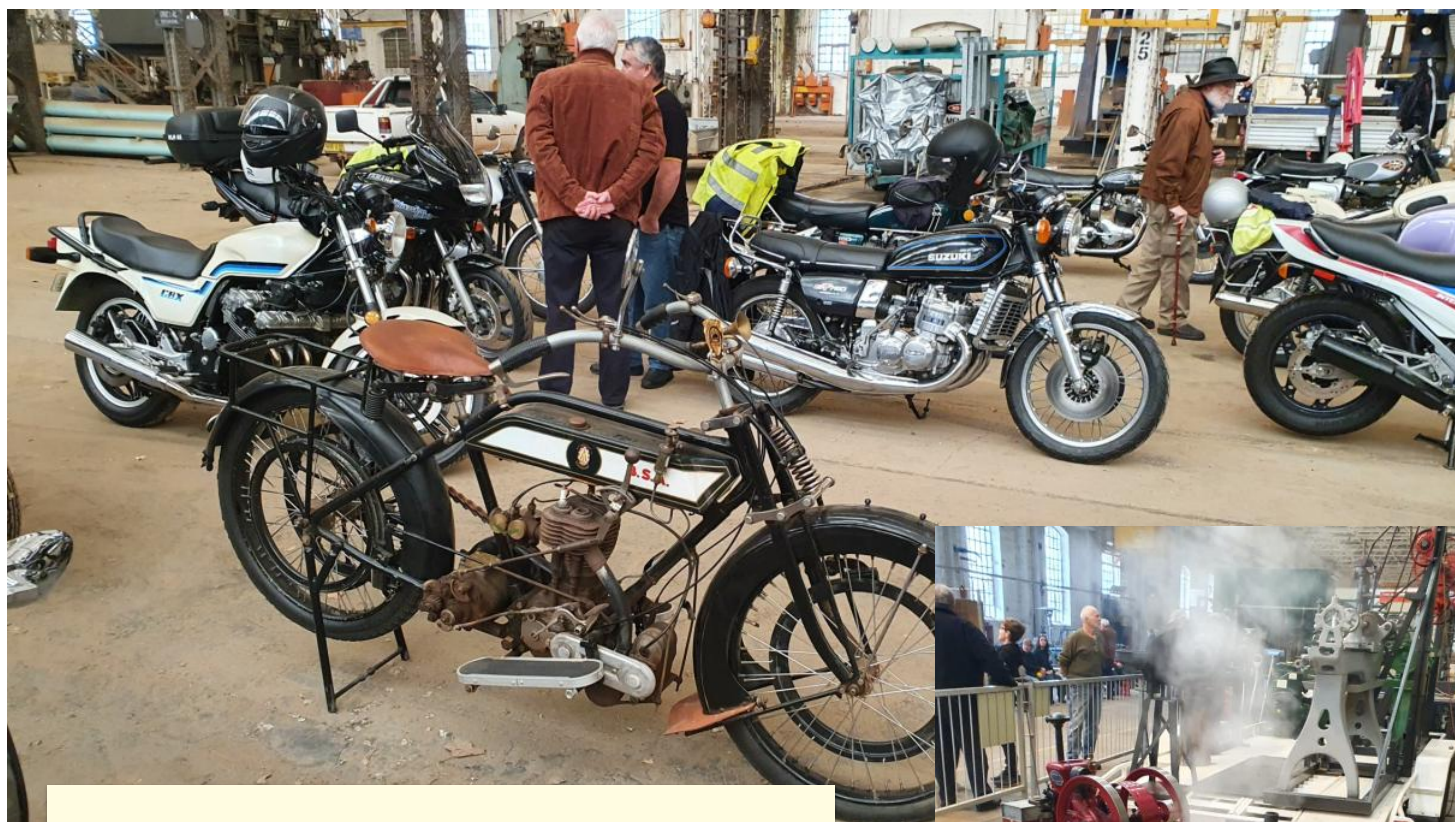
£60 : 0 : 0

THE FAMOUS "JAMES" 3 1/2 H.P. SPORTS TWIN.

MIDLAND RUN

or How to rain on one's parade
organised by Stephen Hills





Despite the weather, the visit to the Machinery Preservation Club display at the old Midland Workshops was a great success with many members in attendance. The huffing and puffing of stationary motors and the cacophany of machines in motion provided for a suitable atmosphere in the old workshops. Sadly the Preservation Society will have to vacate the workshop building soon as it has been sold for re-development. The BBQ was a popular attraction with many a happy old face lined up in the queue awaiting a sausage sizzle! Thanks to Steve for organising the event.

AVIATION MUSEUM

flying high!
organised by Stephen Hills



Aviation Museum: The dismal weather didn't stop 25+ members enjoying the Aviation Museum. Unfortunately we had to cancel the BBQ although we enjoyed biscuits, donuts and cake provided by John Moorehead with our tea and coffee. It looks like Jeff had been sniffing the hand sanitiser and Walter was doing his version of the Zimbabwe Haka - *Stephen Hills*



MARKETPLACE

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to ildottore@inet.net.au*

FOR SALE

1974 Triumph T150 Trident, Consider reasonable offers, this bike has a manifold and single carb fitted which gives big mileage to the gallon compared to the triple carbs, with very little drop in power. The triple carb parts are in a box to go with the bike. Mike PH 95275806

1971 BSA B25SS \$6000 reconditioned less than 1000 miles on it. Ready for rego, Kevin Wullemmin 040777939wullem@tpg.com.au

1982 Suzuki GSX750, \$5000 good condition on club rego – Kevin Wullemmin 040777939wullem@tpg.com.au (see pic right)

Triumph Tiger 100, 1948, \$13,500, restored and original specs, unmodified, on 404, v reluctant sales, all records available, John Moorehead 93326104



ADS REPEATED

Douglas 350 MK111, \$4500.00 or nearest offer - not licenced no club rego got to go - Bryan Wilson : 0419960471

Yamaha FJ1100 1985, \$2,200 - Full rego but only recently be taken off Club plates, very good condition with a motor rebuild 15k ago, upgraded FJ1200 gearbox, fast and reliable, Ben 0419 119 363 or Steve 0488 222 492

Moto Guzzi 2008 Norge, 1200cc, 50k, immaculate. Offers please, Phil 0417 990 907

CAFE RACER, HONDA CX500 \$4,800 – VIN 14449 – very good condition, starts well, good tyres, new battery – Full Licence PHONE: TERRY AT BIKE BUNKER BUSSELTON: 0419 554 735

INDIAN 741 1942 \$22,000 – VIN 741-3139 – New Tyres, New Battery, runs and rides perfectly – Unlicensed - PHONE: TERRY AT BIKE BUNKER BUSSELTON: 0419 554 735

BSA A7 1948 \$10,000 – VIN BA7-516278 – Fully restored –several upgrades: Electronic Ignition: 12V System: 12V Alternator, Oil Filter etc. Starts first kick – Conc. Licence: PHONE: TERRY AT BIKE BUNKER BUSSELTON: 0419 554 735





2005 Triumph T100 865cc,
\$6000 – Staintune Exhaust.
One owner from new. Rear
rack and Bag included. Crash
bars. Optional centrestand
fitted. Never dropped and
ridden by a gentle man for
an enjoyable. 26050 kms.
Fully licensed. Rego due
March 22. Contact Elliott
Montagu - Mob:
0400068097



ADS EXPIRING

1927 Triumph N, \$16000 The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. Please contact Elliott Montagu Mob. 0400 068 097 or email pilottopilotbook@gmail.com



For Sale: Honda XL500R 1982, \$5000 - motor rebuilt, bike repainted, new tyres, battery , new brake shoes, many new parts fitted, unlicensed. Contact Brian Higgs Ph. 9456 0207

WANTED ITEMS

Hi, I am chasing an early autocycle/moped. Anything will be considered, obviously something that runs or needs minimal work is preferred. Greg Eastwood 0438041072

Hi, I am chasing an early autocycle/moped. Anything will be considered, obviously something that runs or needs minimal work is preferred. Greg Eastwood 0438041072

ADS REPEATED

1926 Raleigh 350cc 3 speed Sturmey-Archer gearbox & clutch. Also an in-tank oil pump. Don Price: 0478632159

Indian 741 various parts wanted:- brake back plates, cam cover, fork links, foot boards, tanks etc - Wayne 0417987504

B40 engine complete or a set of standard gearbox internals- Paul Smith 407386877

AD EXPIRING

Wanted 1973 500 Triumph Daytona complete engine, also a
BSA c1954 bb32a or a bb34a engine - Steve Lozyk 0412282332

Wanted: Norton Commando: Prefer complete and running condition but would consider other. Greg 0477021870

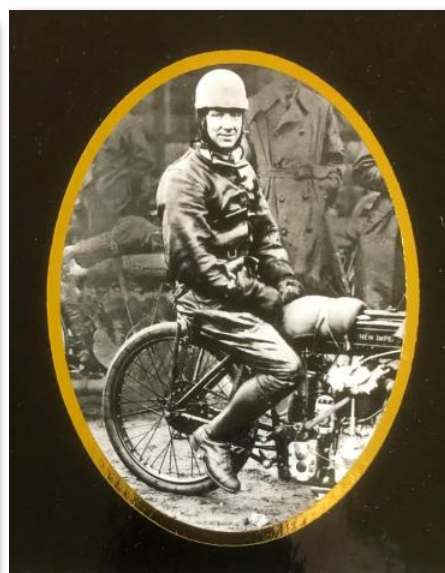
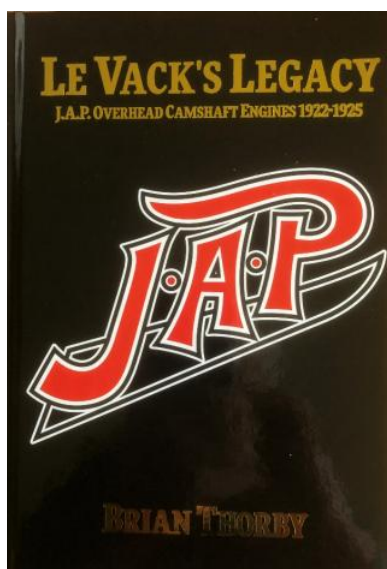
SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are now manufacturing mudguards in Donnybrook for export all over the world. www.vintagesteel.com.au Ph 0497 999 011

Attention BSA owners: Andrew Hobday wrote to say: "with the club wanting to maintain interests in BSA's currently, it might be worth letting members know Alan is somewhat of a BSA Boffin. I asked him if he would be interested in sharing his knowledge with any of the first time BSA owners who purchased their motorcycles by the club ballots. Alan said he would be pleased to advise. Alan Cox's number is 0403 771 281. You may like a word with him. Beware he likes talking BSA's".



New Library Book: The largest supplier of proprietary motorcycle engines in the world, J. A. Prestwich & Co (aka JAP), decided to go racing with something unique in 1922. In a matter of weeks, a small team headed by Val Page, aided by Herbert Le Vack, had produced a radical new design – the first British double-overhead-camshaft motorcycle racing engine. With this amazingly advanced engine fitted to a New Imperial frame, Le Vack stunned his competitors at the 1922 Isle of Man TT. From then on the engine and its successors proved invincible – breaking numerous National and World Records over a four-year period. Yet the subsequent world recession, and a world war, consigned these achievements to memory and eventually bestowed upon them an almost mythological status. JAP's engineering archives were discarded, and the handful of engines made might well have been lost too had it not been for a series of enthusiasts.

Kiddies Korner

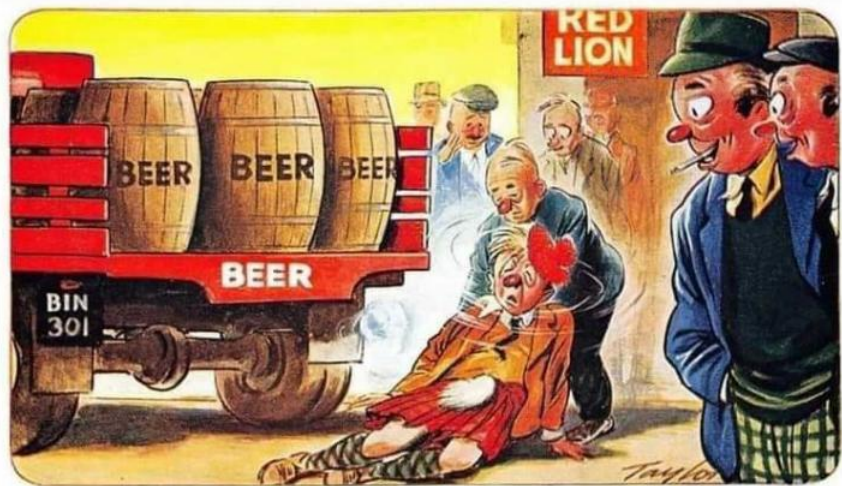


Does anyone know how to stop condensation in my home. Please call, the kettle is always on.
 Finally after all these years I have learnt the difference between "your" and "you're", so their you go!
 I always wanted to be an astronaut just like my Dad, He always wanted to be an astronaut too.
 Can't believe I got fired on my first day as a signwirter.
 I love chemistry and chemical reactions. I gave my dog some H2O & it came out as K9P!
 There's a new Pilates DVD out, but It's a bit expensive.It costs \$80. I can't stretch to that.
 Anyone who believes in telekinesis, raise my hand.
 I've been accused of plagiarism. Their words not mine!"
 Breaking News: Man learns to do origami backwards! More on this as it unfolds!
 Don't you just hate it when people mess up simple sayings. I mean it's not exactly rocket surgery.
 Reports are coming in of a huge explosion in a baking powder factory. Police are expecting casualties to rise.
 Did you know, there are millions of electrical impulses inside your brain? Makes you think, doesn't it?
 I tried to explain to my 4 year old grandson today that it's perfectly normal to accidentally poo in your pants, but he's still making fun of me.
 I've got an Abba song stuck in my head, I'll be singing it all day, knowing me!!...
 People who use selfie sticks really need to have a good, long look at themselves.
 Those guys who say they repair shoes and cut keys are just a load of old cobblers.
 I remember being so poor that all we had to eat was coal. Thinking of those times still brings a lump to my throat.
 I've just about had enough of buying things from Amazon. Every time I order chicken pellets and grain they e-mail me three days later asking me to send feedback.
 I tried to use a tea bag more than once, and got a re-straining order put on me!
 Policeman stopped me for speeding! Looks at my license and says that I should be wearing glasses! I said that I have contacts! He says "I don't care who you know, you're not getting out of this ticket!"
 The wife has left me and gone off with a bungee rope salesman. She'll be back .

My son was just born and another dad at the nursery congratulated me and said his daughter was born yesterday..... said maybe they'll marry each other. Sure like my son is going to marry someone twice his age.



MAC'S BEEN RUN OVER BY THE BREWER'S LORRY—IT'S THE FIRST TIME THE DRINKS HAVE EVER BEEN ON HIM!!



Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) -
 We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				





SUZUKI, SPIES & THE COLD WAR

*Ray Battersby, author of the essential guide to Suzuki Two-Stroke racing history, **Team Suzuki**, wrote to me recently to advise on his latest venture, a book on the Ernst Degner escapade. Matt Oxley wrote a book on this matter several years ago, a copy of his book, **Stealing Speed**, is in the library. Whilst an entertaining read it was a bit on the light side when it came to the machinations of this Cold War incident. Degner was a very controversial person and his defection and betrayal of MZ and Walter Kaaden stir up many emotions amongst people to this day, especially in Germany. Ray's new book hopefully will give more insight into this moment in motorcycling history. The book is not in publication yet, I am looking forward to getting a copy soon, Ray's note to me follows;*

I've been pretty busy these past years because I've been writing a new book called CODEWORD BERLIN. This is the TRUE story of the life and escapes of Ernst Degner and his family to the West in September 1961. This was at the height of the Cold War tensions that I remember so vividly as a teenage school-boy.



Without wishing to blow my own trumpet, until my 4½ hour interview of Ernst Degner at the Nürburgring in 1980 as part of my TEAM SUZUKI researches, few people other than the Degners, really knew how their escapes had been achieved. I remember the feeling when I asked Degner about it and he said, "Well, it's been twenty years now, so why shouldn't I tell you?" He then fully answered all my questions as the tape whirled around. I was sure that he'd given me a worldwide scoop; his wife and family had been smuggled out by a man called 'Petri' (I had to guess the spelling) in the boot of his American car, a Lincoln Mercury limousine. Petri was a small-time motorcycle and moped dealer in the Saarland town of Dillingen in West Germany. At the time of my interview, almost twenty years had passed since Degner's escape and another ten years would be needed before East and West Germany were reunified and the Stasi, and all that it stood for in such a dastardly, totalitarian state, was crushed into the ground. Actually, full-time Stasi operatives (there were tens of thousands of them) were all effectively 'forgiven' and told not to talk about their East German activities. A few ignored this ruling. This means that when I interviewed Degner, ten years

before reunification, the long shadows of the East German Stasi were still casting darkness over those who had escaped and especially anybody in East Germany who were complicit with an escape. So what Degner told me was at best a sanitized version to protect the method and those who helped him. At worst it was downright lies because as I learned later, not only Degner, but Paul Petry (correct spelling!) lived in fear of their lives for the rest of their lives. They both carried hand-guns. Frau Petry told me that Paul never slept in bed without a loaded pistol beneath his pillow.

Over the years, as I critically researched Degner's escape story, (including obtaining the Stasi's own bulging files on Degner and Kaaden), I found flaws in Degner's account. Although Petry had died in 2001, I interviewed Adolf Klein, Petry's shop manager and confidant on whom Petry had relied to keep his business going in 1961 as Petry drove around Europe to the Grands Prix, negotiated with factories on Degner's behalf and getting closer to the factory MZ racing team. Petry was also seeking out helpers for the escape in East and West Germany, people prepared to risk their lives in return for handsome cash payments. I spent a whole day talking with Adolf Klein who told me he'd never seen Petry drive an American car. I interviewed Petry's wife Friedel who confirmed that Paul had never owned or driven an American car (he preferred the French Peugeot cars possibly because Dillingen sits on the border with France). And then I interviewed Jimmy Matsumiya, the ebullient European Sales Chief appointed by Suzuki who realised that racing would quickly put Suzuki on the map. Racing for the pragmatic Matsumiya was a no-holds-barred exercise. He was determined to get Suzuki winning Grands Prix ASAP and if that meant Suzuki buying in riding and technical expertise, so be it. So it was Matsumiya who nurtured a relationship with Degner, starting at the 1960 Isle of Man TT races where the Suzuki team were conveniently based in the same hotel as MZ (and that was no accident either) and worked in adjacent workshops belonging to the hotel.



Matsumiya was with Degner when he escaped from Sweden just after the 1961 GP races ended. They drove hell-for-leather in their cars to catch a ferry to Denmark (and onto West Germany). At one time, Matsumiya sat in the same car as Degner. By then, Degner's normally shy persona was ditched. He was so high thanks to the massive dose of adrenaline generated by his successful escape that he threw all caution to the wind and elatedly told Matsumiya exactly how his family had escaped. Fortunately, Matsumiya passed this story onto me and after literally years of further research - on the ground in Germany and interviewing many others - the truth began to shine through. It's a story never told before and all I can say now is that the reason it's been kept secret for so long is the need to protect the method and those brave East Germans involved in the escape. Moreover, Degner and Petry's plan included spreading misinformation to mislead journalists. This misinformation also covered their own tracks and kept Suzuki's good name out of the frame for many weeks ahead. Misinformation explains why there were so many rumours about Degner joining Honda, so many photos of Degner sitting on factory Hondas in the paddock, so many photos of Degner, laughing and joking with Soichiro Honda himself (who was in Europe attending the GPS for most of 1961). Degner's need to mislead people like me explains why the story he told to me, though superficially plausible, was never a runner from the start. It was the fall-back story Petry and Degner had agreed to tell if push came to shove and they just had to tell somebody how they'd done it. But it really doesn't stand up to scrutiny. Here's just one point where it fails.

If you were to ask somebody to name a method of smuggling a person across a well-guarded border crossing I expect 'in the boot/trunk of a car' would be top of the list. It is so obvious. So when East Germany's borders had closed just four weeks before and its guards told to look out for people smuggling, where would they look first?



Lincoln Mercury



Peugeot 404



Trabant 601

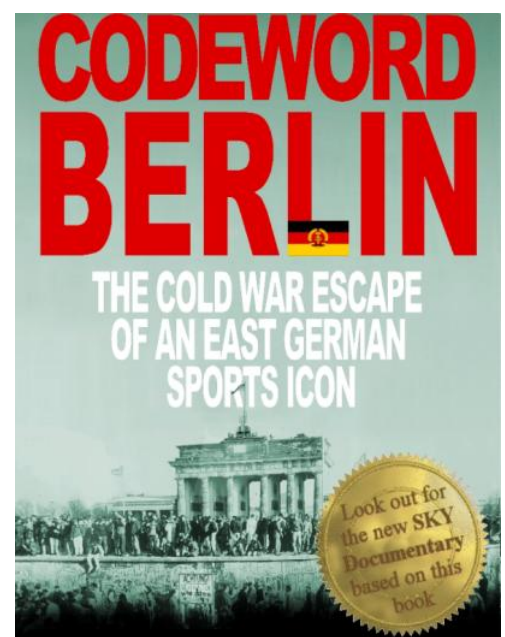
Few East Germans owned a car and those that did drove tiny cars. Trabants, Wartburgs, a few Ladas and FSOs. Imagine a border guard told to look out for people smuggling facing a queue of cars waiting to legitimately cross the border he controls. Out of maybe one or two thousand cars crossing his border that day, there might have been one massive, wide, American car with a boot/trunk the size of a football field. Would he not suspect a large car much more than say a minute little Trabant? Would he not give the US car a much more thorough search for hidden emigrants? Of course he would. So the American car would have been a search magnet and the idea of using one fails at the first hurdle.

My book CODEWORD BERLIN explains every facet of the full escape story in great detail. It explains the detailed planning of the two escapes (the Degner family and that of Ernst Degner) and the meticulous timing needed to ensure that both escapes were successful. For example, Ernst Degner

would not start his own escape until he received a secret message that meant that his wife and two baby sons had safely arrived in West Germany. This was in case his family's escape had failed and they were in an East German prison cell. In this case, Degner would cancel his own escape to be with his wife and family. But the family could not escape too early either because their neighbours might miss them and report them to the Stasi. If that had happened at a time when Ernst Degner was abroad in Sweden on a racing mission, Degner would have been clapped in irons and immediately returned to East Germany to prevent him from joining his family. So the timing of the escapes had to be closely synchronised. The family crossed through an East-West German border crossing on Saturday evening. Degner then received a coded message. He raced at the Swedish GP the very next day before he himself escaped into West Germany through a ferry port on Sunday evening, immediately after the Swedish Grand Prix.

So researching Degner's life-story and especially his defection has been an obsession for many years and now it's drawing to a close. A movie company bought the option for the TV and Movie rights in 2017 and has been making the film since the start of 2021. It's due for release later this year. It may even be released before my book is printed. The film is called MISSILE FROM THE EAST and is described as 'RUSH meets BRIDGE OF SPIES'

By the way, my book covers Degner's entire lifetime, from his birth in Gliwice (now Poland) in 1931 to his death in Tenerife in 1983 and everything in between. My book also contains many new facts about those people close to Degner such as Walter Kaaden. In fact it's true to say that CODEWORD BERLIN explodes many of the myths that have grown up to surround Walter Kaaden over the past sixty-odd years.



BIKE BALLOT

The Club will be selling the items below by a ballot process:

Lot 1. A restored M20 engine + gearbox which includes a mag/dynamo, carburetor and engine plates. Pictures attached. Price \$2,000.

Lot 2. A Matchless G80 500cc single for restoration. The bike has most of the parts but will need wheels and tyres and the forks will need new stanchions as they are bent/broken. This purchase would suit a Matchless/AJS enthusiasts. Price \$2,750.

We are also seeking interest from members to purchase either an un-assembled BSA M20 or BSA B31. Members will get the opportunity to visit the storage area and help sort out parts needed to make a project bike. Price is not set at this time but will be discussed if interest is established.

If you are interested make your interest known to Jim Douglas, Chas Bayley or Keith Weller. If you wish to view items 1 or 2 and make enter the ballot please contact Keith or Chas to arrange a suitable time. The ballot will be held at the October monthly meeting on the 6th.



ORABANDON

Orabandon 2021 is a 2-Day Rally conducted in early December by the Vintage Motorcycle Club of WA through the historical Eastern Goldfields, starting and ending in Kalgoorlie. Riders should arrive in Kalgoorlie / Boulder by the afternoon of Friday 3rd December; there will be a meal and get-together at the Recreation Hotel in Boulder. On Saturday 4th December we will head the parade in the annual Toy Run (for support of the Salvation Army Christmas Appeal). A donation or toy is appropriate. VMCC riders will be at the front of the parade. Following the parade, the group will get into top gear and ride 170 km through the Eastern Goldfields woodlands. On Sunday 5th we will enjoy 200 kms as we retrace the prospectors' tracks to various historic sites. Over the week-end the historic sites we will explore include Ora Banda, Broad Arrow, Lakewood, Lake Lefroy, Widgiemooltha and Coolgardie. Local historians will provide information at the sites, of derring-do in years gone by. All motorcycles and trailers will be stored in a secured workshop premises. Both day's adventures will start and end at the workshop. This is an open event; all bikes and riders welcome! Orabandon 2020 attracted 20 riders; 15 were from our club!

Costs: There is a \$35 entry fee per rider. The cost of other meals to be met by participants. Special rate accommodation is available at the Tower Hotel for \$100 / night; the booking must be made through Richard Argus, with guests paying for the room upon departure. Richard can be contacted on 0418 934 550. Melissa, Cathy and support crew will keep the riders nourished (spoilt) with sandwiches, cakes, drinks and damp scarfs. On Saturday night we have booked the Kalgoorlie Bowling Club, for a BBQ and game of bowls. The Tower Hotel will be the venue for Sunday night, and the Cudinis will generously provide a "Bon Voyage" breakfast on Monday morning at their residence.





Alchemy

TRIDENT

SUZUKI

500

CCI
SUZUKI MOTOR CO., LTD.

VINTAGE CHATTER



PLUS - AGM,
Nominations for C'tee, &
Orabandon

Keith's Soirée
THE GYPSY TOUR

Club Contacts

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated.

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis - 0488915103 les@dgas.com.au

Deputy Chair: Barry O'Byrne: 0418936254 barryobyrne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550 secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

Communication/Ass't Secretary: Murray Barnard 0434215665 ildottore@iinet.net.au

Events Coordinator: Stephen Hills – 0413678604 steve.mag@icloud.com

Committee Members:

Neil Freeman - vn_freeman@outlook.com, 0459888654

Jeff Sanders - sti22b@live.com.au Ph. 0411750767

George Loverock - loverock5590@hotmail.com



WEB & PUBLISHING TEAM

Web & Chatter Publisher: Murray Barnard – 0434215665 ildottore@iinet.net.au

Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benner@iinet.net.au)

TECHNICAL OFFICERS

Registrar: Lat Fuller registrar@vmccwa.com 0468310215

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website @ vmccwa.com.

Dating Officer: Pre 1931: Michael Rock –0437999009 (michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Jeff Sanders - sti22b@live.com.au 0411750767

Machine appraisal: when seeking 404 contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,

Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Les Vogiatzakis – Dianella – 0488915103,

Murray Barnard – Roleystone- 0434215665

Hans van Leeuwen – Mount Nasura - 0419921693

Jeff Sanders - Serpentine - 0411750767

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany 0428996334

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863 membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563 sheryl_w1@bigpond.com

Spares Store: Keith Weller - 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday – 0411358428 (leave message)

CMC Rep: Les Vogiatzakis - 0488915103 –les@dgas.com.au

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required Ph. 94532728 Mob. 0457020635

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa

Front cover: Chas Bayley, a stalwart of the Parts Store **Back cover:** Ted Rayfield & AJS

Editorial

Murray Barnard



Next Chatter: The next Chatter will be the January 22 issue. Any contributions required by 28 November at the latest, thanks.

Membership Renewals for 2022 are due by 31 December 2021. To help the membership secretary it is appreciated if you renewed as early as possible. If you have a concessionally licensed machine you must be financial by 31 December 2021. There is no grace period with DoT. ASMs need to submit a renewal form as well even if no fees are due.

NOTICE OF ANNUAL GENERAL MEETING (AGM): the VMCCWA AGM will be held on the 3rd of November 2021 at the Wattle Grove Clubrooms commencing at 8pm. If you wish to vote but cannot attend the meeting ask for a proxy vote form from the Treasurer, Jim Douglass.

The election of Management Committee members will be conducted at the AGM. Officer of the Club nominations are as follows: Chair - Les Vogiatzakis, Deputy Chair - Barry O'Byrne, Secretary - Richard Argus, Treasurer - Jim Douglas. General Committee Member nominations include: Murray Barnard (Communication role), Stephen Hills, Neil Freeman & Gerald Connolly.

George & Val Loverock have sold up and moved Boyanup way to a property with lots of sheds to accommodate George's passion of motorcycles. Sad to see them go but now we know where to hold the next rally down South! All the best to George & Val.

Bike Ballot: an unassembled 1965 BSA A65 is to be balloted for sale. The ballot will be drawn after the AGM on 3 November 2021. Cost is \$6500. Submit expressions of interest to Keith or Chas at the Parts Store or email to the Secretary. You can arrange to see the lot for sale by speaking with Keith or Chas.

Also, if any members are interested in extracting the parts need to build a complete M20 motorcycle from our extensive parts collection put your name forward for inclusion in a later ballot.

Above: some hardy souls in the Parts Store Monday morning, mid-winter

Below: The BSA spanner featured in the last magazine is a wheel spanner for a veteran BSA car which has Rudge wire spoke wheels fitted, about 1912. Thanks to Alex Selley



Club Events - Stephen Hills



APPROVED CLUB EVENTS:

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs - 10am Wednesday at Two Rocks Shopping Centre- Jim Douglas
2. Eastern Suburbs - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. Southern suburbs - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills

CALENDAR EVENTS: **Note:** Calendar events are held on the 3rd Sunday of each month as much as possible.

October 17 - WA TT (York): Meet at The Station Masters House car park Jacoby Rd Mundaring 9.00am for 9.30 start. Ride to York via The lakes Roadhouse. Enjoy food and refreshments from the Club events trailer and return via an alternative route to the Mundaring Hotel for refreshments and camaraderie. Plenty of trailer parking at the start point Back up provided. Contact Steve Hills 0413678604

October 31 -Scarborough Beach to Mussel Pool Rally: VCC / VMCCWA combined event Meet at Scarborough Square on the beachfront Scarborough (entering by Brighton Rd). Bikes must be in place by 9.00am for display. This is a great opportunity to meet and socialise with the members of The Veteran Car Club. At 11.00 am the Mayor of Stirling will wave the bikes and cars off. Then travel in convoy to Mussel Pool Whiteman Park for a picnic lunch and camaraderie with the VCC members. This event is well suited to the older bikes, as long as you can keep up with a Model T Ford. Contact Steve Hills 0413678604

November 21 - Dam Early Run: (New Venue) Meet at the Wattle Grove club rooms from 7.30 am for tea & coffee stands up at 8.30am, follow a route similar to the original run then return to Wattle Grove for Brunch. Back up will be provided. Contact Steve Hills 0413678604

December 4/5 - Orabandon (Kalgoorlie): Orabandon 2021 is a 2-Day Rally through the historical Eastern Goldfields, starting and ending in Kalgoorlie. Riders should arrive in Kalgoorlie / Boulder by the afternoon of Friday 3rd December; there will be a meal and get-together at the Recreation Hotel in Boulder. On Saturday 4th December we will head the parade in the annual Toy Run . Following the parade, ride 170 km through the Eastern Goldfields woodlands. On Sunday 5th we will enjoy 200 kms as we retrace the prospectors' tracks to various historic sites in Ora Banda, Broad Arrow, Lakewood, Lake Lefroy, Widgiemooltha and Coolgardie. All motorcycles and trailers will be stored in a secured workshop premises. Richard can be contacted on 0418 934 550.

December 26 – Boxing Day Breakfast

Restricted Event: Old Hotel Run – 10 October 2021: This run is being organised by the Pre-31 section and is aimed to encourage VMCCWA club members who own a pre 1949 machine and give them an opportunity to get their bikes out of the shed and join us on a visit to some of WA's old, known and lost hotels. Our second Old Hotel run is a 1 day event starting at Boomerang Road in Oldbury. We will be riding on quiet good sealed roads to the Jarrahdale Tavern for lunch. The Jarrahdale Tavern is situated in the historic timber town of Jarrahdale and the original structure formally know as the Murray Arms Hotel dates back to 1894. The start and finish will be from Greg Boothey's home at 349 Boomerang Road Oldbury where there is plenty of parking for your utes, cars and trailers. The run will be approximately 50 miles long all up. Only pre 1949 bikes will be accepted on the run. Meet up at 10:00am, stands up at 11:00 AM Sunday the 10th October. Contact Jeff Sanders 0411 750 767



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Melissa, Cathy and support crew will keep the riders nourished (spoilt) with sandwiches, cakes, drinks and damp scarfs. On Saturday night we have booked the Kalgoorlie Bowling Club, for a BBQ and game of bowls. The Tower Hotel will be the venue for Sunday night, and the Cudinis will generously provide a "Bon Voyage" breakfast on Monday morning at their residence.

Pre31 Section

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary Pre31: Art Woldan 93303264, Treasurer: Jeff Sanders Ph. 0411750767 Fees payable to BSB 036-087 Acc 778468. Meet every 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

Post70 Section

POST 70 SECTION: Coordinator: Steve Hills –0413678604. Meetings are held on the 3rd Monday of the month. 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

OLD IRON - 2022 - 20 Feb 22

Classic Motorcycle Show & Swap meet

Preparation is underway for the 2022 Old Iron which will be held earlier in the year, on 20 February 2022 at the Cannington Exhibition Centre. A sub-committee chaired by Stephen Hills has met frequently to plan and organise the event.

The Old Iron is the major public relations exercise for the Club and fund raiser. It can only happen with the dedicated assistance of club members, in the roles of volunteers to help with set-up, administration on the day & pack-up. Of course the majority of members can help make the day a success by displaying machine.

In 2022 we will be accessing the venue on the Saturday for setup and for the actual show on the Sunday.

The Machinery preservation Society will be back again with a display of their stationary engines.

The theme for the Show this year is Two Stroke machines, so we will hoping members can put on display their loved and/or neglected two-strokes for the day as well as other favourites for display in the main hall. The smaller hall will also mount a display of pre-1948 girder fork machines with a stand organised by the Pre31 Section. The Pre31 Section has racing bikes as a theme for 2022.

REGISTRATION OF MACHINES FOR THE DISPLAY

Again, the club is seeking club eligible machines for display. The Management Committee is asking for members to register interest in displaying a machine. Only registered machines will be permitted in the display as the Club wishes to present a professional display which is informative for the Public and also an asset to the Club. To register machines for the display contact Murray Barnard via phone or email 0434215665 at ildottore@iinet.net.au.

If you are displaying a machine for which a display board has previously been prepared please indicate the fact when registering. If providing a new registration please include photos of your machine if possible. Minimum details required are: Machine, Make, Model # or Name, Date of manufacture, Your name, Phone # or Email.

Register now to be eligible for trophies and to have a public display board prepared for your machine. You can enter more than one machine. Please take the time to register as early as possible. Registration is an indication of interest. It is understood that personal circumstances may change by February 2022.

Display boards will be prepared only for machines registered with me by 31 Dec 2021. Machines may still registered for the Old iron display after that date but display boards will not be prepared as time will not permit.





WELFARE REPORT

by Adrian White

Don Price has been in Fiona Stanley Hospital, Ward 4B, following an accident in his home workshop. Don was working on a fellow clubman's machine, using a remote tank, when fuel entered the magneto, which promptly erupted in a ball of flame.

Fortunately, a nearby hose enabled Don to douse his on-fire leg, and also extinguish the shed fire. Sounds he dodged a bullet there, water is not renowned for putting out petrol fires.

I've spoken to Don, he's in remarkably good spirits, and his pain is being well managed. He will undergo a skin graft on Monday. We wish him well for a speedy and pain-free recovery.

This should be a wake-up call for all of us. We've all got lots of flammable material in our sheds. Fire happens in an instant. How many of us have a fire extinguisher available? Or you even a nearby hose? The old "Can't happen to me", and "I will get around to it" attitude can really pack a punch, don't risk it.



AGM AGENDA - 3 November 21

Agenda for the AGM - 3 November 2021 - 8pm Wattle Grove Clubrooms:

Ensure quorum achieved (N.B. minimum of 58 – including proxies)

1. a. Microphone Usher: b. Visitors c. Welfare report d. New members
2. **Minutes of the Previous AGM:** Ratify
3. **Committee Annual Report**
4. **Finance Annual Report**
5. **Elect the Office Holders** of the club for the next year
6. **Resolution** to agree the number of General Committee members for the next year
7. **Elect General Committee members** for the next year
8. Elect the **patron** for the next year
9. **Reports:** Albany, Pre-31, Post 70, Communication, Membership, Library, Spares, Registrar, Dating Officers, CMC Rep
10. Acknowledgment of **club officials** for the last year & endorse their continuing in the roles
11. New Office Holders take their place at the top table

Bean/2-Brook



Been a bit wet lately but some hardy souls have ventured out.....always pays to look at Facebook beforehand for a rain check!



Albany Section

ALBANY MATTERS

Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com

Secretary: Andrew Duncan – 0428996334 andy@urara.com.au.

Bernie Wolfe - Reporter

Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. **PLEASE NOTE:** Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required.



Date	Club Runs & Events	Trailer backup
Oct 10	Cheynes Beach - D.Turpin	TBA
Nov 14	Deceased Riders Memorial Run	Required
Dec 11	Christmas Charity Run	Not required
Dec 12	Christmas Tree Run	Required

ALBANY SECTION VMCC GENERAL MEETING

5/8/21 Chalet.

Start 7.30 pm Present -17, Apologies – 5

Welcome by the new Chair – Lynton Morgan, Due to oversight unable to present/ratify the previous General Meeting Minutes. ACTION – Ratify July General Meeting Minutes at next meeting

INWARD CORRESPONDENCE

- 1) City of Albany Permits for Christmas Charity Run
- 2) WA Gov – Covid Provisions -Charity Run
- 3) Chalet Committee – Future Chalet Management - Bernie Wolfe gave some more background information and possible options. Lengthy discussion covering a multitude of issues - Concern in relation to sustainability of current Committee, City of Albany perspective, public use provisions, Inability to transfer electricity credits, impact of future major repairs, function and obligations of the Chalet Committee etc.

MOTION – Paul Armstrong, Sec. Bill Morrell – That the VMCC and City of Albany be canvassed in relation to the Albany VMCC Section possibly becoming direct leaseholders of the Chalet. Passed.

MOTION – Paul Armstrong. Sec. Lou Anderson - That incoming correspondence be accepted. Passed

TREASURERS REPORT - VMCC Perth to be contacted in relation to \$500 contribution for the Gypsy Tour and reimbursement for Club Trailer registration
MOTION – Ian Redman, Sec B.Wolfe -That the treasurers report be accepted . Passed
LIBRARIAN – Discussion on moving to an honor system for book loans. MOTION –L. Anderson. Sec B.Wolfe -That those borrowing a book be required to record the transaction . Passed
INVENTORY LIST – B. Wolfe to update. Discussion on disposal of redundant items.

GYPSY TOUR – 19th September. Committee- J.Northcott, I.Redman & J.Banks
Route – Meet Perth contingent at Torbay Hall , Approx 10.30 – Then to Chalet via , George St, Link Rd, Albany Hwy, Menang Rd, Norwood Rd, Lower King Rd, Troode St, Golf Links Rd , Marine Drv, Brunswick Rd ,Bolt Tce, Princess Royal Drv , Frenchmans Bay Rd , Chipana Drv . Chalet at Approx. 12.30. B.Wolfe – Morning Tea, J.Northcott Meat & P.P Armstrong -Sweets. J.Banks to organize a meeting to review Hall on Fri 13th Aug -11pm. Backup I. Anderson

MOTION -J.Banks , Sec P. Ramsden - That the Torbay Hall Committee be paid the \$95 hire fee, given that the bond etc has been waived - Passed .

MACHINE EXAMINER – L.Morgan : B.Morrell-BSA 1960 Bantam , M.Feichtinger- BMW RT 1996

Albany Section

GENERAL BUSINESS – Acknowledgement of I. Redman's Club Run. A. Wust – Rundown of Aug, Club Run – Pie Run to Mt Barker. Backup. I. Redman. Gypsy Tour to be Sept Club run
Christmas Charity Ride – Permits obtained, Escort provisions to be clarified with local Police OIC. Discussion re parking, A. McDowell -First Aid,

MOTION - P. Armstrong to order 201 Badges – Green / Yellow. L.Andersom Sec J.Banks Passed . Possibility of a Lunch Club Run to Sandalwood Factory in 2022.

Meeting Concluded 9.00pm

PIE RUN – ARTHUR'S RIDE - 8 August 2021

Thankfully, a day without rain that coincides with an organized ride; not easily found this winter. With a lot of storm damage to the trees and flooded roads means if you run off the road at the moment the biggest danger to both bike and rider is drowning! Having suffered miserable day after day of winds and rain, forcing everyone into hibernation (like lockdown?) optimism has obviously resurfaced with a good turnout. About 19 bikes, most suffering cabin fever, were glad to get out for some one – on – one time with their owners. Just be careful where you park at the Old Gaol, lots of mud for bike tyres and owners boots. Interestingly I counted 11 bikes in that group that were either Club registered or were eligible to be; nice to see. The group headed off at 10 am for the first stop at Bakers Junction, oldest bikes first away. All except one member's 3 wheeler that chose that moment for a dummy spit, announcing it's battery was dead. With no replacement available in town, it was eventually

jump started and sent home in disgrace, with it's rear wheel tucked in! As a result yours truly didn't get to Bakers Junction or the tower lookout at Mt. Barker (Mt. Pwakenbak) but I'm assured there was much socializing; plus we had 3 riders from the Albany Vintage & Classic Club join us at Bakers Junction for the run. Lunch was at the crowded Mt. Barker bakery (pies are their speciality); we shared the benches with the Albany H.O.G. Club so it was wall to wall motorcyclists – nice to see! By about 2 pm, with clouds gathering, most bikes and their riders had departed for home; the majority going directly down the Albany Highway with the back- up following; others wanting to repeat the lovely ride back along Porongrups Road; missing a couple of showers on the way. Thanks for organizing the ride Arthur; everyone seemed to enjoy the day and the camaraderie and our bikes enjoyed it too, meaning Ian (thank you) with the back -up trailer once again didn't have to pick up any expired bikes. *Bernie*



Albany Section

ALBANY SECTION VMCC WA GENERAL MEETING 2/9/2021 Chalet

Start 7.30 Present -12, Apologies 2

PREVIOUS MINUTES - Meeting held on 1/7/2021 - Moved J.Banks Sec B.Wolfe -That the minutes be accepted . Passed (July minutes carried forward due to oversight)

Meeting held on 5/8/2021 - Moved P.Armstrong Sec J.Northcott -That the minutes be accepted. Passed BUSINESS ARISING FROM MINUTES

Discussion and refinement of Gypsy Tour details. – George St, Menang Rd to be deleted from ride route due to roadworks.

CORRESPONDENCE

Out – B.Wolfe , Club run for Chatter

In. – Copy of Smoke Signal

M. Barnard – re CMC 404 Sub Committee – 12 months consultation

Moved I.Redman, Sec B. Morrell that correspondence be accepted .Passed

TREASURERS REPORT– Treasurers report accepted

GENERAL BUSINESS

Thanks to A.Wust for Pie Run to Mt Barker

Gypsy Run , I. Redman to organize route sheets and

A. McDowel backup trailer. P. Armstrong, J. Northcott and B. Wolfe to meet on 8/9/21 to finalise catering requirements . If the weather is not good marquees will be erected at the Chalet.

Discussion in relation to notification for membership renewal

Obligation to notify for any use of a Club Bike – Oily Rag Log In

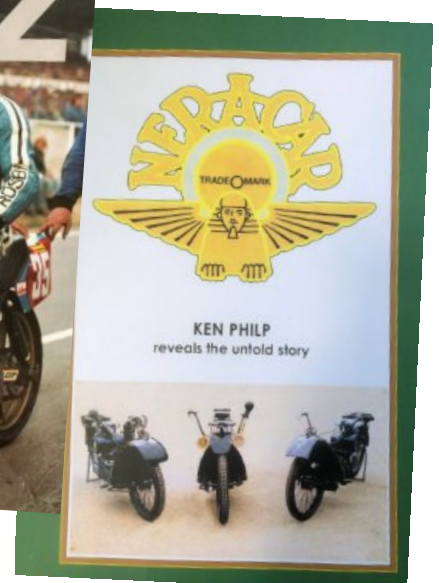
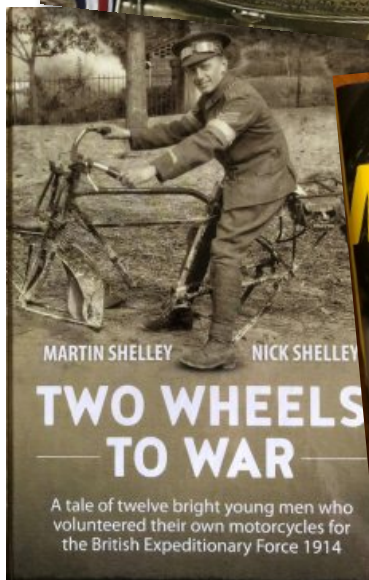
Christmas Charity Ride – P. Armstrong to purchase 201 Badges. P. Armstrong and L. Morgan to meet with Albany Police Traffic.

Moved D.Beeck, Sec I. Redman that J.Banks investigate the utilization of electronic medium for payments / donations during Charity Run. Passed Chalet – Chalet Committee and Albany VMCC Committee to meet at a suitable date to define all issues in relation to the possible transfer of the Chalet lease to the Albany VMCC- Initial discussion with CoA indicate that there is no barrier to lease transfer, cost would be approx. \$1000, peppercorn rent would be maintained, no obligation in relation to broader public access.

Meeting Closed 9.00 pm

Main Library News

Librarian Ken Vincent has advised of some new books in the main library in Perth. The books on Croz and Guy Martin were kindly donated. New books received included Villiers - Everybody's Engine & Two Wheels to War - the story of men who took their own machines to WW1 & the Ner-A-Car





Keith's Soirée



The weather Gods smiled upon Keith & Yanti's BBQ at Hazelmere. A large contingent of happy campers turned out to enjoy the atmosphere, partake of the menu, take in the large range of machines on display and catch up with old friends. Ann Annual favourite, Keith's BBQ was a grand success. Thanks extended to Keith & Yanti for the work they put in to accommodate everyone.







Monthly Meeting Minutes

Minutes of the VMCCWA GM – 4th August 2021

Held at Wattle Grove commencing at 8:02 pm

Chairman: Les Vogiatzakis, Secretary: Jim Douglas (acting), Treasurer: Jim Douglas.

Apologies: Richard Argus, Jeff Sanders, George Loverock.

Members Attending: - 53.

1. - Microphone Usher: - Ray Oliver

2. - Visitors: 4

3 - Welfare report - *Adrian White*

Boothey family – death of Greg's mother, Dave Ward – not well, age catching up although still positive, Norm Veitch – prostate surgery scheduled for August. Jim Clark – age not treating him well, emphysema the worst of it. Kerry K&D – Preparing to rebuild. In a good place, remarkable resilience. Jeff Sieber – Hernia, knee, selling bikes but still planning caravan trips when weather permits. Bert Holmes – not handling winter well as can't get out and about, but sounds OK. John Moorehead – Eye operations

4. –New Members applications - *Mario Cudini*

New membership applications have been particularly strong for July with a total of 18 members applying & having their memberships approved. Membership renewals for 2022 have started coming in slowly, but no doubt, will pick up pace in the coming months. A reminder to members that December is approaching quickly & to start renewing their 2022 memberships asap.

It is preferred that all members complete a renewal form when making your payment & ensure you place your name or your membership number in the reference column when paying on-line.

For those members who have an email address, you will receive your membership card via an email & member's without will still get their laminated cards via the Post. I will start issuing membership cards for 2022 about mid-August.

5. – Chairman's Report – *Les Vogiatzakis*

Paul Armstrong is standing down as Albany Section Chair - I must note my appreciation for his leadership of the section and for your many achievements and charitable activities whilst in the Chair. The bonds & rapport between the Albany Section and the metropolitan elements of the Club is almost as strong as the Albany section itself. It is always a pleasure

talking to the Albany members and how aligned we are. Thanks for everything.

Roger Bittner - Is handing over the reins (or handlebars) of secretary in the Albany section. It is a critical role, often not well understood by many, and a hell of a lot of hard work and communication. His diligence, and efforts has been much appreciated, including valid information and articles with demanding Chatter deadlines. No mean feat. We wish you all the best and we appreciate you will never be too far away.

Lynton Morgan has been elected as the Albany section Chair. He called me and we had a long chat about how he understands the tightness of the Albany section, and he's stepping up to the plate. Our phones are always open to him, of course, and he's very excited to be involved with the Gypsy Tour as well.

Kevin Palfrey has retired as treasurer for the Albany section.

6. – Secretary's Report - *Richard Argus*

Email communications with nonmembers regarding joining up, concessional licensing, and sourcing parts. Two of the M21's have been won by members in the ballot, and a third (incomplete) bike has been purchased following post ballot negotiations. The parts sub-committee has a plan going forward (mentioned in the current Chatter) for disposal of remaining bikes in the collection. An audit of the club's key register has been conducted, and Authorised Key Holders records updated. Existing key holders will be contacted and will be required to sign a receipt as we update our records. Three quotes have been received for repairs to the guttering at the Maddington unit; the committee will award the work at next week's meeting.

Inwards Correspondence

CMC WA (Neville Horner) - agenda for Council of Motoring Clubs AGM 16 August 2021, nominations for Council of Motoring Clubs committee; AGM on 16th August.

ESM Strata (Belinda Pfister) - letters from Water Corporation advising high water use (potential leak) from the units, and also advising forthcoming High Water Use in the units notification received from

Water Corporation. Requested advise if we would like a plumber to investigate and check that there are no underground water leaks at the property. Responded with the go-ahead.

10 Year Strata plan as provided by Oban for review and information.

Minutes of Strata AGM, held 28th July.

Andrew Hobday, re water leaks from guttering at Maddington unit.

Andrew Hobday, drawing the committee's attention to feedback he received that DoT were conducting audits of clubs with concessional licences. Responded thanking Andrew and updating him on the committee's understanding and strategy.

Quotes received, for repairs to Maddington unit gutters: From WA Roof Services, Edmeades & Son Gutter & Downpipe & from Westcoat

Outwards Correspondence

ESM Strata: endorsement of quote from Oban to Council of Owners

ESM Strata: Malcolm Road issues. Requested an update, with a time schedule, to have the letter boxes repaired, and the rubbish cleared away from the grounds at the unit complex. Has Vince provided a quotation for the bollards, and / or the alternative fence? When will the rubbish be removed? When will the letter boxes be restored to functional and presentable condition? When will the pot holes in the asphalt road (between units 1 – 4) be repaired? VCC (Alex Kirkwood) – seeking identification of VM-CC keys in their possession.

Bullant Security – notification of changes to permissible key holders.

7. - Finance Report - Jim Douglas

This report covers the full year up until 30th June 2021 and is subject to an Audit which will make a few changes relating to depreciation and club stock levels. Trading income was \$73,900 of which \$32,000 was from the sale of items from the motorcycle collection purchase, \$19,500 from spares (up from \$13,500 for the previous year), and Old Iron \$13,500. Cost of sales was \$57,900 of which \$47,000 for the purchase of motorcycle collection + oils and \$5,800 for Old iron. This gave a gross profit of \$16,000. Other income from Members fees and bank interest was \$30,200 down from \$36,500 last year. Operating expenses was \$39,000 down from \$46,500 last year. Changes in operating expenses chatter cost down to \$7,250 from \$11,200 and club insurance up from \$4,200 to \$7,700. Also

event costs up from \$1,500 to \$5,200. All other items remain similar to the previous year. Overall surplus (profit) for the year \$7,200 mainly down to members efforts in making Old Iron such a success. Note Members Fees will remain at the same level for next year.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - *Murray Barnard; Communications Officer*

Note on privacy – member details are to be respected and not divulged. C4C can now be administered and is applicable to machines older than 1990.

8.2 Library report *Ken Vincent, Librarian*

1 overdue book – J. Douglas to follow up.

8.3 Spares report: *Keith Weller, Spares* - plenty of quality oil available at about half retail pricing. Spares in the Maddington unit being sorted for inclusion.

8.4 Registrar's Report: *Lat Fuller*

Since the last report in June the following activity has taken place

New 404 Registration: Ian Redman Yamaha XS500, Barry Schorer Moto Guzzi Le Mans MkIII, Louis Russell Norton Commando, Colin Hankinson Kawasaki GT550 & Brian Wiren Triumph SE3 (Post Vintage 1940).

Transfer from full license to 404: Kim Nalder Norton Commando, Manfred Feichtinger BMW, R1100RT, Jacques Bernabe Yamaha TX500 & Suzuki GT750, Stewart Denton-Giles Norton 650SS

Change of Ownership: A BMW R60 from Dimi Vogiazakis to John. John Moorehead parted with his beloved Triumph Tiger 100 to Ian Lambert.

Other Matters: Lat Fuller, Registrar - DOT has been doing an audit on 404 licensed bikes recently, and I have had to issue a number of CMC1 forms as proof of membership. I have one ongoing issue over a bike that is on 404 but has never been dated, which is being investigated. Members applying for CMC1 forms sometimes go to a lot of trouble sending me copies of dating certificates, membership cards, license papers etc. which must take up a lot of time scanning, photographing etc. Please bear in mind that once a bike is dated it is put on the register and that is proof enough for me that the bike is eligible. The procedures for 404 and C4C have all been updated, and we have attempted to streamline them in order to clarify what is required, so have a look at them if you wish to put a bike on either 404 or C4C. One last thing – when you communicate with me over registration matters, please quote your

membership number and bike numbers. It makes life a bit easier.

8.5 Dating Report: *Maurice Glasson - nil*

8.6 Dating Officer Post 70: *Les Vogiatzakis and Jeff Sanders*

8.7 CMC Member Representative: *Les Vogiatzakis* - Code 404 is still their motivation and driver. C4C has been adopted by at least half of the member clubs. They will need log-books all the time.

9 Events Coordinator: *Stephen Hills*

9.1 Events Past

June 20 Peter Groucott Ride / Aviation Museum. The dismal weather didn't stop 25+ members enjoying the Aviation Museum. Unfortunately the BBQ was cancelled due to the weather although we did enjoy biscuits, donuts and cakes with our tea and coffee generously provided by John Moorehead.

July 18 VMCCWA / MPC Social Day - despite the weather, the visit to the MPC social day was very well attended. A good number of members braved the weather and rode their bikes for the display. The MPC members

put on a great BBQ with cakes and tea and coffee. Unfortunately this was the last event at this fantastic venue. The MPC are relocating to smaller premises within the railway workshop Complex. The good attendance at these last two events proves that having a plan B for the winter

events works. If the weather is not suitable to ride, come by car.

9.2 Events Future

August 15 Keith's BBQ

September 4/5 Pre 31 Beverley Run

September 18/19 Gypsy Tour

December 4/5 Orabandon

Regular Weekly coffee meetups

Wednesday am Two Rocks

Thursday am B2B Pickering Brook

Friday am Pengo's Shoalwater Bay

10 Regalia Report: *Andrew Hobday*

11. – General Business.

Adrian White provided framed photo of trials event and tribute to Peter Groucott (one of the founding members of the club).

12 Bits & Pieces

Various requests were made in particular for Dominator parts.

Meeting closed at 9:16pm.



Management Committee

Recent items of interest from August & September Management Committee Meetings:

1. Public liability insurance arranged for the Swap Meet at Old Iron. Cost \$143. Public liability insurance already in place for the exhibition areas. Insurance cover also protects club members and machines on exhibition.
2. Guttering replaced at the Maddington Unit - cost \$2500. New LED lighting installed in the parts store - cost \$800. Replacement of keys for the Parts Store/ Ken Marshall room and Unit also being explored.
3. Funding approved for collegiate BBQ and hall hire with Albany Section on the Gypsy Tour - \$500. Funding of \$500 to cover equipment and morning tea requirements for Orabandon event approved. Purchase of hot water urn for Club events trailer agreed - cost \$119.
4. Keith Williams has agreed to act as compere at the Old Iron in 2022 at no cost. Keith is Producer and Director of the On 2 Wheels. TV Show,
5. Minutes of the Monthly Meetings are uploaded to the Club website each month. Members are asked to view the minutes online as it can be some time before they appear in the Chatter due to print demands.
6. Volunteers are sought for the Old iron in 2022. Participation of members in various roles is essential for the success of the event. The more volunteers the less work for everyone. If you can help on the day please let Stephen Hills know asap.



Pre 31 Section held their run to Beverley recently and were farewelled from Karragullen by a number of Club members who met at Bean 2 Brook beforehand.



THE GYPSY TOUR

September 18/19 2021 saw the Metro area Gypsy tourists head down to Denmark for the annual run and bbq with the Albany section of the VMCCWA. Accommodation was difficult to book so the tourists ended up scattered around Denmark. Start point on Saturday saw a number of Albany Section members in attendance to join the tourists on the run which was much appreciated. The run headed out first off for coffee and cakes at Duckett's Mill on the Scotsdale Road. By the time everyone was sated the rain started to come in, but not too heavy. 1st stop was Nornalup to regroup by which time the rain began to make itself felt. Next we wound through Walpole and made our way through the Frankland Valley (with Mt Frankland visible to the North) to regroup at Bow River. From Bow River we headed back to Denmark and on to the Boston Brewery where a room was booked for the assembled masses out of the wind and rain. Much debate ensued over which was best, Fish & Chips, Bangers & Mash or Pizza! P.S. Neil Freeman's BSA broke a clutch thrust rod, so he enjoyed the run as a sidecar passenger courtesy of Martin O'Boyle.

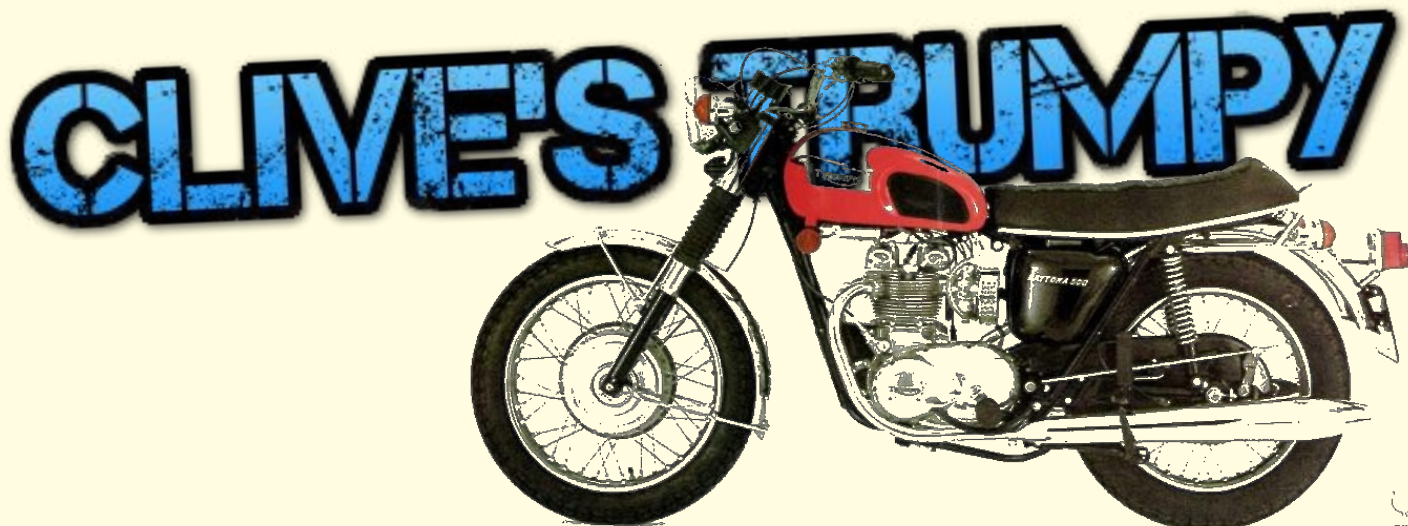




Day Two of the Gypsy Tour: Sunday arrives cold but dry for the Sunday run to meet the albany Section at the Torbay Hall. Bernie has been in charge and organised a great morning tea to start the day. From Torbay the assembled masses headed off to Middleton Beach by Marine Drive. From there the run proceeded to the Albany Section Clubrooms at Little Grove, beside Princess Royal Harbour for a BBQ lunch. A grand lunch was appreciated by all, thanks to the hard-working ladies of the Section. Certificates of Appreciation were presented to the outgoing Section committee members, Paul Armstrong, Roger Bittner & Kevin Palfrey. Thanks are extended to everyone who helped this weekend and enjoyable event. *Murray* (Pic below: Lynton addresses the gang at Torbay Hall)







Triumph T100R Daytona Restoration

General

My 1973 Triumph Daytona T100R 500 was purchased in April 2020. I had previously owned a '72 Daytona in my youth and decided it would be a great project to keep me busy during lockdowns.

The engine number is JJ57854. JJ means August 1974. Well not actually, because the first machines in a given year were made in August of the previous year – after the factory reopened after summer holidays. So, mine is a 1974 model, made in August 1973. This was just before production of the 500 ceased and the factory closed on September 14th 1973.

The final batch of T100Rs were built in August/September 1973 and ranged in engine numbers from JJ57337 to JJ 57887 (551 bikes) – so only 34 were built after mine. This means that mine was probably built on the day before production ceased! (Although some were actually built after the worker's sit-in began).

Mine appears to be the "export" version – because it has a tiny 2.2-gallon petrol tank, twin twist cable grip and raised handlebars.

I am not certain of the bike's history. However, the bloke that I bought it from in Melbourne said that it was previously owned by a Brit that emigrated to NZ. I have the import approval when it was brought into Australia from NZ in April 1998. It was not previously registered in Australia before me.

The Daytona looks very similar to the T120R Bonneville of the same era but was more reliable and

vibrated less. It has less low-down torque than the Bonnie and develops most of its power between 5000-7500rpm. Not ideal for pottering about around town!

Modifications

Many want to keep the bike absolutely standard. However, I considered this and decided that some modifications would be worthwhile as follows:

- **Instruments** – The speedo and tachometer are aftermarket (Made in Taiwan) because the original Smiths ones are rubbish and overpriced. Interestingly the speedometer is designed for a 1:1.25 ratio speed drive and mine is a 1:2 drive, so it runs $2/1.25 = 8/5$ too fast. The result of this is that it reads in kph even though it says mph! Problem is that it only goes up to 150 – so I won't know when I hit the ton!

- **Silencers** – earlier (68-70) classic shaped ones fitted as I do not like the extra-long ones that were standard on my bike.

- **Rear light** – earlier classic light fitted, as I didn't like the "house brick" standard one!

- **Handlebar controls** – Honda 400 LH second-hand unit used for dip/main, indicators, horn flasher. I never liked the Lucas ones which are unreliable, hard to use, and were missing anyway. Plain lever on RH. Cut-out switch on right.

- **Chainguard** – skimpy one came with bike and was retained.

- **Rear Shocks** – Replaced with aftermarket ones. The original Girling's were in poor condition and someone had fitted springs with different rates!

- **Fuel Tank Colour** – standard tank painted cherry red (Mazda Soul Red) and no white flashes or pin striping (tank looks better plain in my opinion). The colour is similar to that used in 1972.

- **Regulator/Rectifier** – modern unit sourced from ebay. The Zener diode is now redundant, but heat sink under headlight retained for effect. Much kinder on the stator. - **LED headlight globe** – far less prone to vibration failure and draws much less power.

- **Oil filter** – modern canister type oil filter in oil return line and neatly hidden under gearbox. Allows the use of modern fully synthetic oil which should greatly extend engine life.

- **Ignition** – Boyer Bransden MkIV electronic ignition with 2 x 6V coils.

Major Issues

I had several unexpected issues during the rebuild. These were in addition to the “normal” things.

- **Front forks** – allegedly reconditioned by the previous owner, the bike would pull to the right on braking. Took out front wheel and the RHS fork leg FELL OFF and the shuttle valve and bearing were rattling around in the bottom of the fork leg!. Problem was that the fork retaining nuts had not been tightened correctly and no Loctite used. The LHS fork retaining nut was also loose.

- **Stator** – the stator appeared to be new but melted resulting in loads of resin shavings in the primary chain case. Initially I suspected that the rotor was rubbing on the stator. However, this was not the issue. A previous owner had fitted a US made Rectifier/Regulator made by Tympanium. It was very effective at cooking the stator. Replace by one from ebay and no more overheating issues.

- **Engine bores** – A previous owner had had the engine rebored with +.020 pistons. Unfortunately, the bores had been left unprotected – probably for years- resulting in rust damage to the bores. I had to get it rebored again to +.040 and yet another set of pistons!

- **Piston Rings** – the only piston rings I could get were made by Hastings in the US – a reputable ring manufacturer. However, I suffered smoking exhaust and wet sumping. Upon ANOTHER engine strip, I found that the cast oil rings severely pitted, resulting

in scoring and debris that had stopped the oil pump scavenging. I had the bores honed and fitted some Harris rings from the UK and had no more issues. Research confirmed that there had been an issue with Hastings rings.

- **Oil Leaks** – I was determined to create the world’s first oil tight classic bike! This wasn’t helped by cracks!! One crack was in the primary chain case casing caused by the drain plug being over-tightened. The other was a fatigue crack adjacent to the top mounting. All oil tight now!

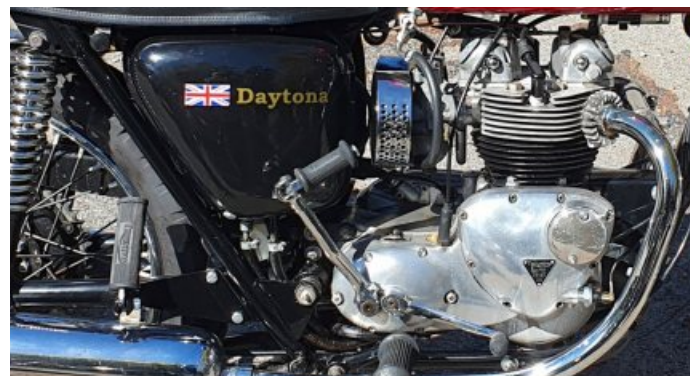
- **Engine general** – Other than the above, engine and gearbox were good. The only minor issues were a couple of stripped threads on the rocker box studs and, strangely, an odd push rod that was nothing like the other 3! The head was in excellent condition and had obviously been restored by a professional, since I found a shim under one of the valve spring cups. This indicates that someone had gone to the trouble of equalising the valve spring tensions.

- **Clutch** – Bugged. Instead of replacing the friction plates, a previous owner has fitted an extra plain plate in an attempt to stop the clutch slipping. This idea failed! Replaced the plates and now fine.

- **Steering Head** – Replaced the ball bearings with tapered roller kit, although the ball race would have probably been ok (despite the fact that some of the balls were missing!) The rubber mounted handlebar clamps were fouling the steering lock, which made the handling atrocious! Fixed with an angle grinder.

- **Oil tank** – a “crack” in the oil tank was traced to the fact that a large dent, about 10mm deep, had been filled with body filler. I removed the filler. Pushed the dent out from inside using a hacksaw with blade removed and repainted it. Problem solved.

- **Rear brake drum** – bugged. New shoes had been fitted but the drum was scored and useless. Replaced.



- **Carburation** – Ran far too rich. Previous owner had fitted new #3 slides and needle in middle position. Owners handbook stated #3 1/2 slides and needle in top (weakest) position. This change, plus renewing needle jets, improved response – but still large flat spot. Put bike on Dyno. Ran up to 8,000 rpm (!) but there was a big dip in power between 3,500 and 4,500 – still far too rich. Changed main jets from standard 170 to 150. Changed needle jets from standard .106 to .105. Left needles on top notch. Runs much better now. I can't explain why it ran so

rich. Air filters are new, valve timing and ignition timing spot on.

- **Chrome** – replace both chrome mudguards, front mudguard stays, front wheel rim, front wheel hub trim, headlight, gear lever, fork nuts and top shrouds. Exhausts were new by previous owner, so OK.

- **missing parts** – steering lock, indicators, switchgear, tank pads,

- **General** – new tyres (TT100), seat cover, grips and rubbers,



Total cost: Purchase price \$8,500 (including the \$4,000 the previous owner allegedly spent on parts) , shipping from Melbourne \$1200, parts \$4,750, part shipping \$450 = \$14,850.

Conclusion

I love this bike! Well worth the effort! I can not relive my youth and also join the ranks of Marlon Brando, James Dean, Steve McQueen, Clint Eastwood, Harry Winkler (The Fonz), Richard Gere and Brad Pitt. I look forward to blasting past you guys soon!

Clive (Batman) Rawson. Member 1652



Numb Bums & Oily Rags

by Adrian White

The Albany Hillclimb has always been a highlight of the year for many of us - not only do you get to ride a very challenging hill as fast as you like (almost as fast, anyhow), but the social pleasures are plentiful. The huge display of bikes on Saturday morning renews many

friendships, with people from all over the state. Prior to the Rifle Club offering their very suitable venue, most stayed at the Rotary Camp, well down Frenchman's Bay Road. That was a pretty rough-and-ready affair, with access from the bitumen via a long winding rutted sand track. Sheryl really hated this, so to go into town one day, she opted to ride pillion with me. On the way home, I got into a rut, two up on a road bike in that circumstance means the front wheel does whatever it wants. I thought "I'm going to fall off!" and promptly did just that. To our surprise, several people popped up from behind bushes, brandishing cameras and score cards. Turned out they were members of Southern Riders, a social group, who were waiting for one of their members, riding a Harley, who for sure, would fall off. We gave them a practice run. They helped, with great good humour, to pick the B.S.A. up, and were kind enough to send us their pictures. Good holiday snaps! Friday night traditionally meant having several drinks and going into town for Chinese. Returning from that, several drinks later, Colin Tie decided to check his raucous Gold Star was starting OK. Carefully aligning the bike to ensure the exhaust pointed into the open doorway of the communal dormitory, he demonstrated how one kick was all it needed, so he gave the bike plenty of revs to celebrate, then went to bed, ignoring the grumbling from his fellow no-longer sleepers.

This dastardly act was remembered the following year. We returned from town much earlier, and Mr Tie foolishly, decided on an early night. The rest of us had a few more drinks, and someone recalled the previous year. A quick survey established exactly where Mr Tie was sleeping, the Gary Tenardi placed his very loud Ariel so the exhaust pipe pointed precisely where the head in question, through the weatherboard wall, slept. And fired it up, enjoying the sound of a perfectly tuned five hundred single on a straight pipe. Presently, he asked "do you think that's enough?" "No, give it some more!" came the chorus. The victim claimed, as an enthusiast, it was music to his ears.

Gary must have enjoyed himself. The following year, he decided to top his effort by riding the loud Ariel into the dormitory at one end and out the other. Mission accomplished, but to his chagrin, he'd failed to note the height of the exit step, which promptly grabbed his crankcase, lifting both wheels off the ground. Accompanied by some very helpful advice, he managed to free his machine and slink off into the night.



Photo: Gary Tenardi by Nic Montagu

MARKETPLACE

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to ildottore@iinet.net.au*

FOR SALE

Sidecar Chassis with leaf springs - offers - Mary Green - 0407479143

AJS 1927-28 Frame: \$6000 Complete with tank, seat, forks, handlebars (incl end levers), kick start, gearbox, hubs (no brake plates or drive sprocket), front guard, foot brake pedal & rod with rear actuating arm & spare gearbox with clutch & bits. Mark Thomas 0437206285

AJS 500cc Big Port Engine 1926: Offers invited. Mark Thomas 043720628

Honda CB175: \$7000 Restored by club member, little CB175 with CB200 tank, original included, everything working well. On full Registration but was previously on club rego, negotiable. Email Fabian Wesolowski
Phone number : 0426440748

1974 Triumph T150 Trident, Consider reasonable offers, this bike has a manifold and single carb fitted which gives big mileage to the gallon compared to the triple carbs ,with very little drop in power. The triple carb parts are in a box to go with the bike. Mike PH 95275806

Douglas 350 MK111, \$4500.00 or nearest offer - not licenced no club rego got to go - Bryan Wilson : 0419960471

Moto Guzzi 2008 Norge, 1200cc, 50k, immaculate. Offers please, Phil 0417 990 907

CAFE RACER, HONDA CX500 \$4,800 – very good condition, starts well, good tyres, new battery – Full licence...also

INDIAN 741 1942: \$22,000 New tyres & battery, runs & rides perfectly, unlicensed....and

BSA A7 1948: \$10,000 - Fully restored – several upgrades: Electronic Ignition:12V System:12V Alternator, Oil Filter etc. Starts first kick – Conc.Licence: PHONE:TERRY AT BIKE BUNKER BUSSELTON: 0419554735

1927 Triumph N, \$16000 The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. Please contact Elliott Montagu Mob. 0400 068 097 or email pilottopilotbook@gmail.com



WANTED ITEMS

Spare parts for:- "PUCH" – Allstate (Austrian) MOTORCYCLE (Not Moped) TERRY GERMAIN 0419 554 735

1932-34 BSA Blue Star: Brake Pedal or one to copy Mark 0437206285

GSXR1100 parts: chasing the belly pan for an 86-87 gsxr1100 any colour any condition, I'm also interested in any 80 model Suzuki projects katana, Gsxr, rg, rgv. Thanks Luke : 432828065

Yamaha SR250 (1980) instrument cluster/speedo Hugh Gribben 0400275418

1935 Ariel VH 500cc single Head - Seeking a Twin exhaust port head. Described as a OHV two-port VH2 head and the single exhaust port head was the VH1. Required for a recent VH 500cc single restoration. Single exhaust outlet (VH1) considered to finish project. Barry Jenkins : 0413222991

Yamaha DT2 1972 175/250 - Wish to purchase or borrow (to copy) Front wheel -rear fender strut (21" tyre) and a toolbox – May also be interested in other parts or whole bike. A Duncan 0428996334

Motorcycle Trailer, prefer 2 bike capacity. George Webber 92745993

Hi, I am chasing an early autocyte/moped. Greg Eastwood 0438041072

1926 Raleigh 350cc 3 speed Sturmey-Archer gearbox & clutch. Also an in-tank oil pump. Don Price: 0478632159

Indian 741 various parts wanted:- brake back plates, cam cover, fork links, foot boards, tanks etc - Wayne 0417987504

B40 engine complete or a set of standard gearbox internals- Paul Smith 407386877

SERVICES

SMALL ENGINEERING

JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING

SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

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Kiddies Korner

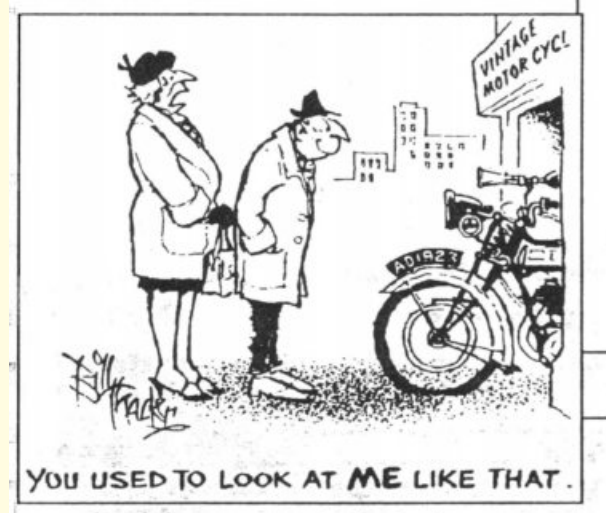
Wife fumes after husband buys greyhound without consulting her, "he should have run it past me first!

Local woman who paid \$50 for a 4km taxi ride to the Laundrette says "I feel like I have just been taken to the cleaners!"

Just got back from the hospital. They think I might have pneumonoultramicroscopicsilicovolcanoconiosis, but, the Doctor said it was difficult say.

Visibility wasn't good the other day, when I got pulled over by a Traffic Cop doing 80 mph. He said, "What would you do if Mr. Fog came down suddenly?" "I would put Mr. Foot on Mr. Brake", I replied. "Let me start again, slowly", as he passed over the misdemeanour, "What would you do if mist or fog came down suddenly?"

In the local nursing home they are giving elderly gentlemen hot chocolate and Viagra right before bed time. The hot chocolate helps them to sleep, and the Viagra keeps them from rolling out of bed."



to



DON'T throw away old socks with holes in the toe. Simply cut off the whole toe, turn the sock around and sew up the other end. Hey presto! A new sock.

☐ THESE so-called speed humps are a joke. If anything, they slow you down.

DON'T waste money on an electric toothbrush. Simply gaffer-tape a manual brush to your old mobile phone set to vibrate, then get your mum to ring you up every time you need to brush your teeth.

Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				



